

Cycle News

WEST

TECHNICAL :
New Floating
Brake Test

Everything you always wanted to know about
STEVE McQUEEN but were afraid to ask
VIEWFINDERS
GRAND PRIX



Actor Steve McQueen is perhaps the best known motorcycle enthusiast in America known to the general public. Read what McQueen has to say about the sport on page 3. Above, AJS factory rider Doug Grant plows his way through one of the many water holes that spiced the Viewfinders Grand Prix April 17-18 at Indian Dunes. To find out how Doug did, as well as the rest of the competitors, see story on pages 16-17.

WEDNESDAY, APR. 21

TT/FT, Corona Speedway, Corona, Ca. 7:30 p.m. \$2 gate. Take Riverside Frwy to Pierce Exit.

THURSDAY, APR. 22

CMC MX, Ascot Park, Gardena, Calif. \$5 post. Night. 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

FRIDAY, APR. 23

1/2-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SATURDAY, APR. 24

ST, m/c & cars, Alameda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 p.m. \$2.50 gate. 713/529-3105.

SHORT TRACK, Motorcycle Promotions Inc., Joe Freeman Col., San Antonio, Tex. Info: 512/472-8246.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

TT SCRAMBLES, Sonoma-Marin Co., Ca. Fairgnds. 6:30 p.m. \$2 ride/watch. Silencers req. "C", no knobs. 707/763-3944, 763-2911.

JR. MX, ACE, Indian Dunes, Valencia, Ca. 9:30 a.m. \$5 post. No admission to riders. Info: 805/259-8000.

SUNDAY, APR. 25

CMC MX, Carlsbad, Ca. \$5 mail (4/20), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

ACA MX, Saddleback Pk., Irvine, Ca. \$3 mail (extra class/bike \$1), \$10 post. 10:30 a.m. ACA plates req. 714/774-3222.

DURO, Pathfinders, 5 mi. N. of Oakhurst, Ca. on Hwy 41. Mail \$5 limited, \$8 if post. \$3 team (3). 9:01 a.m. 61 E. Swift, Fresno, Ca. 93705.

DURO, Polka Dots, lime: Forest Hill, Ca. Entry limit 750 (2/22-4/1). 916/991-4882, 967-9249.

MX, Bay Mare Cycle Assn., Bay Mare Pk., near Moorpark, Ca. \$3 mail (4/21) \$5 post. 9:30 a.m. 13902 Hamlin St., Van Nuys, Ca. 91401.

MINIS H&H, MBERA, Soggy Dry Lake, 20 mi. E. of Lucerne Valley, Ca. \$5 mail, Box 2241, Cypress, Ca. 714/828-3790.

H&H, Simi Valley, lime: 4 corners (58 & 395), 14 mi. N. on 395. 10 a.m. (PST) \$4.25, 2 45-mi. loops. Rescue 3.

Duro, Sunland Shamrocks, N. of Victorville, Ca. off Hwy 15, Bell Mt. ramp. \$5 mail (\$18), 7735 Kyle, Tujunga, Ca., \$7 post \$1 per team mem. 800 rider limit; Benefit. 7 a.m.

CUT OUT & SAVE

ASCOT

5 - BIG SHOWS - 5

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FRI. 8:30
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18400 S. VERMONT • Plenty of Parking
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TT, Prado Dam Racers, Huntington Beach Cycle Park, Hunt. Bch., Ca. HRA membership (\$1.50) req., \$1.50 gate. 9 a.m. 714/532-5562.

EURO SCRAM., YMSA, 12 mi. E. of Yuma, Ariz., on Hwy 95. 11 a.m. \$3 post. Bring water, camping OK. 602/782-1310.

MX, HRA, 395 Cycle Park, Adelanto, Ca. \$2.50 post, \$1.50 gate. HRA card (\$3) req. 10:30 a.m.

MOTOCROSS, Puyallup Raceway Park, Puyallup, Wash. Info: 206/747-7550.

CROSS-COUNTRY, Drifters, 14 mi. N. of White Salmon, Wash. Info: 206/493-5663.

SCRAMBLES, Beaumont, 9607 N. Main St., Baytown, Tex. Info: 713/453-4553.

HILLCLIMB, Salinas Ramblers, Rianda Ranch River Road, Gonzales, Ca. Info: 408/384-7661.

SCRAMBLES' Spinners, NE corner of Hwy 190 & Fwy 65, Porterville, Ca. Info: 209/784-0516.

POKER RUN, Spartans, Woodland, California. Info: 916/662-8085.

HILLCLIMB, Riders Unlimited, San Jose, Calif. Info: 408/244-9350.

SCRAMBLES, Westside Eagles, La Grange Rodeo Grounds, La Grange, Ca. Noon. \$2 ride/watch. 209/537-2426.

SCRAMBLES, Eastside, Alviso Speedway, San Jose, Calif. Info: 408/258-0631.

ENDURO, Amarillo Racing, Handle Bar Hills, Amarillo, Texas. Info: 806/372-4368.

FIELD MEET, Fort Worth Hawks, Mansfield, Texas. Info: 817/732-6236.

PNTA TRIALS, S. on Hwy 213 to Colton, Ore. \$2.50 members, \$3.50 non. \$50 gate. Box 131, Weston, Ore. 503/566-3526.

MX, Old Timers, Indian Dunes, Valencia, Ca. Ed Poore: 805/498-8976, eves.

HALF-MILE, Waco Eagles, Waco, Texas. Info: 817/754-8351.

TT SCRAM, Sinners, Perris Track, Perris, Ca. U/LW 8:30 a.m., LW 11, H/WT-Hacks 2 p.m. D-37 pts. Benefit, no brass.

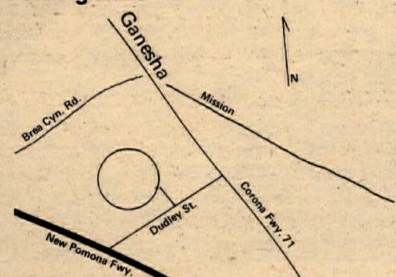
EURO SCRAM, Arroyo Racing Assn., Soggy Dry Lake, 12 mi. E. of Lucerne, Ca. 10 a.m. \$4 post. 40%. 714/884-0319, 883-0423.

TOUR, Pacific Coast Honda, to San Diego Zoo, S.D. Ca. Leave at 8 a.m. from 2073 W. Pacific Coast Hwy, Lomita, Ca. 213/326-3810.

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Clubs & Promoters note: MX track available, contact: Paul Marshall (714) 529-3578.

SCRAMBLES, Stockton Scramblers, Lodi Cycle Bowl, Lodi, Ca. Noon. \$2 ride/watch. All classes.

MX, AMXT Benefit, Indian Dunes, Valencia, Ca. \$1000 purse. 10 a.m. \$7.50 mail. ACE, Box 174, Newhall, Ca. 91321.

WEDNESDAY, APR. 28

TT/FT, Corona Speedway, Corona, Ca. 7:30 p.m. \$2 gate. Take Riverside Fwy to Pierce Exit.

THURSDAY, APR. 29

CMC MX, Ascot Park, Gardena, Calif. \$5 post. Night. 213/323-9710.

TT/FLAT TRACK, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

THUR.-SUN., APR. 29-MAY 2

SHOW, m/c-boats-buggies, Solano Fairgnds, Vallejo, Ca., near I-80 & Hwy 37. Info: Box 2415, Napa, Ca. or 939 Landini Ln., Concord, Ca.

FRIDAY, APR. 30

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. \$2.50 adults, \$1.50 (12-16), \$50 (7-11), 213/793-3927.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

1/2-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

MOVIES, Trophy Cycles, 184 San Antonio Rd., Mt. View, Ca., west from Hwy 101 to San Antonio Circle. 415/941-7317.

SWAP-O-RAMA, Cycle News, Orange Co. Fairgnds, Costa Mesa, Ca. Noon (swappers) 5 p.m. (public). Auction. Newport Fwy. S. to Fair Dr., turn right.

SATURDAY, MAY 1

PNTA TRIALS, Deadman's Pass, Pendleton, Ore. P.O. Box 131, Weston, Ore. 97886.

POKER RUN, Screaming Eagles, near Portland, Oregon. Info: 503/244-3805.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

SAT. & SUN., MAY 1-2

PONDEROSA HARE SCRAM., Greyhounds, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 a.m. Info: 213/367-2907.

MX, AMXT Benefit, Hollister Hills (Ca.) Cycle Park. \$4000 purse. Nov-Ex only. Info: 213/663-8258.

JR. MX, Bay Mare Pk., Box 371, Somis, Ca. \$6 mail (4/29), \$8 post. 100/125 Sat., 250/500 Sun. 100% trophies. 805/529-1872, 213/883-8811.

SUNDAY, MAY 2

MX, Bay Mare Park, near Moorpark, Ca. \$5 mail (4/29), \$7 post. \$2 gate. 805/529-1872, 213/883-8811.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. \$2 post (\$2.50 non-members), \$2 gate. 10 a.m.

american
cycle
association
presents

Road Race
May 2 - Willow Springs
Motocross
April 25 - Saddleback
Half Mile & TT
April 25 - South ~~CANCELLED~~ Hwy.

For further info. see calendar
or phone ACA office 10-6 M-F
(714) 774-3ACA

NEW RIDERS, THE FIRST TIME OUT,
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regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:

CYCLE NEWS
Box 498, Long Beach, Ca. 90801
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EVERY SATURDAY

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday - Motocross - all classes 8 a.m. practice - 10 a.m. start - \$2.00 gate entry - \$2.00 race entry with membership, \$2.50 without membership. Info - (714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH

at Indian Dunes
Classes by age and horsepower. \$2.50 entry fee to members, \$3.00 to non-members. Sign-up opens at 8:00 a.m., practice 9:00 a.m., 1st race 10:00 a.m. - (805) 259-8000.

1st & 3rd SUNDAY OF EVERY MONTH.

Indian Dunes Park. 300 odd acres of land. Big bikes and Minis on separate course. Gen. Adm. \$2.00, Entry Fee \$5.00. Open 7-days a week.

TRACK FOR RENT

MX, TT, Rough Scrambles
H-B Cycle Park & 395 Cycle Park. \$150.00 Non-Refundable - 30 days in advance, incld. water truck. All riders entry and gate fee to club. HRA Ambulance, \$10 per hr. No charge to rider. 13671 Sutter Ave., Westminster, Ca.

EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK

\$5 post entry - 3 number plates. CMC license required. Pit gates 4:30 PM. First race - 7:30 PM. \$400 purse, Experts - trophies, Juniors and Intermediates. General admission \$2.95, Junior admission \$1.50, Kids admission \$.50. Under 8 Free.

TT/FT, 50-lapper, Trojan Speedway, South Gate, Ca. 3 p.m. \$5 post for 50-laps. Info: 213/862-0229.

SAND SCRAM., Indian Dunes, Valencia, Ca. \$5 post. No gate for riders. Info: 805/259-8000.

CMC MX, Osteen Park. Pomona, Ca. \$5 mail (4/27), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca., 92626.

TT, Hi Boots, Dehesa, Ca. D-38 pts. AMA/Spts Committee cards.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

(Please turn to pg. 2.6)

Sportsman Racing Association

"Formerly R.V. Enterprises"

European Scrambles

Every Thursday Night
Motocross
under the lights
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Gates open 4:30 p.m. - 1st Race 7:30

Gen. Add: \$2.95

Jr. (12-17) 1.50

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P.O. Box 1402, Costa Mesa 92626



By David Swift

Steve McQueen. Ah, how the name conjures up images of the blond, trim movie star decked in Levis and sunglasses standing on the pegs of a Triumph, negotiating great leaps. Or perhaps he's in a nifty turtle neck sweater shoving the shifter of a superfast Mustang back and forth as he streaks through the streets of San Francisco. The all American stud.

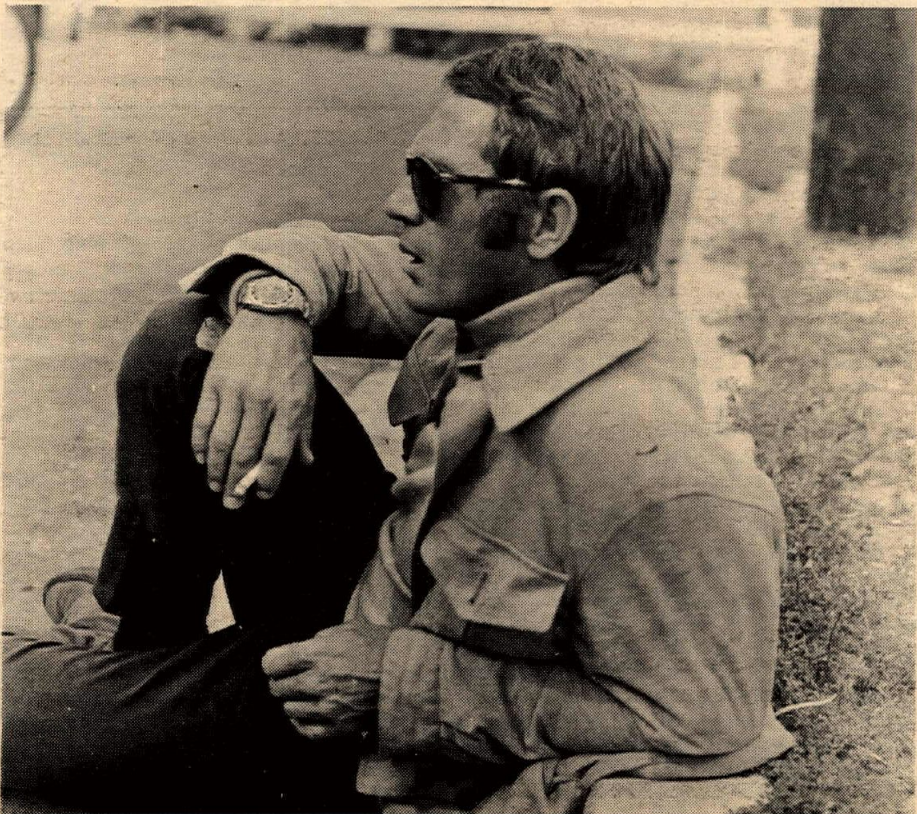
The Steve McQueen that P.R. men have created is a myth, of course, and there's nothing wrong with a man fantasizing as a form of relaxation. The real Steve McQueen, however, is much more fascinating, particularly when compared to the myth.

I entered the North Hollywood offices of his company, Solar Productions, one afternoon where he was viewing rushes of a film he was doing on the Le Mans race. He and Jack Klawitter were trying to reach an agreement about the presentation. The hassle was painfully typical; Steve is exercising his creative control while Jack complains that CBS is hollering for the complete project. Oddly, there is no anger, only respect.

Soon, we strolled down the hall to his lavish office to begin the interview. "Let's get out of this madhouse," he muttered. "We'll find a brick wall somewhere and talk." We headed for the parking lot. My neck craned for what... a Ferrari? or merely a Porsche Speedster?... nope, a new Chevy pick-up complete with tie-downs and a loading ramp. He poked it into drive and we sped to a dead-end, overlooking the L.A. River. He plopped down on the curb and began talking without the urging of a question.

"Man, you've got to have a place to ride. Soon the government will have to designate public land for bikes. I have a 10-year-old son who races a Yamaha mini-enduro — if he keeps up his grades — and he bought it with his own money. The whole motorcycle thing helps the father-son relationship...it's the best thing to come around in a long time. So the government's got to take the responsibility. In Palm Springs, I talked to some officials there, and they're beginning to see the problem.

"Honda gave 50 or 60 motorcycles for juvenile delinquents — the dopers and stealers — to use under supervision. Now they're involved with bikes. Take a 15-year-old boy and if he wants to be competitive, let him compete on a bike.



McQUEEN RAPS

If motorcycle manufacturers and the government would both donate something, juvenile delinquency would drop 75 percent. It's always been my first love. We gotta bring around the youngsters."

I fired my loaded question: "Which would you rather have, a Ferarri or a Husqvarna?"

Steve blinked a couple of times and smiled, "Let me put it this way. I love dirt riding and I love my trusty Husky. I've got three, a 400 Cross, a 400 8-speed, and a 250 Cross. I can't think of a better way to spend money."

"Then bikes are your number one form of relaxation?"

"Yes. Most definitely. Well, Number two, really..." there is a good deal of laughter.

The subject of Bruce Brown's new film, "On Any Sunday", was introduced. McQueen is supplying a large part of the financial backing for the film so I asked him how he got interested in it.

"I don't remember how it came about. When I met him while he was making "The Endless Summer" we had only one thing in common — bikes. Brown is an incredible filmmaker. No one can give an articulate explanation of an iron shoe or a hare 'n' hound the way he can. And Malcom Smith and Mert Lawwill will be getting the credit they deserve."

We talked about McQueen's motorcycling career from the very beginning.

"I was working as a beach boy in Miami. My first bike was an Indian Chief — '40 or '41 — this was in 1951 or '52 — I was just plugging around. I left a big grease spot in front of my apartment and some old lady slipped in it and fell. I had to sell it.

"Then I bought a 1942 45-inch Harley.

"Later, in New York, I had a 650 BSA Golden Flash or something like that. Me and these two other guys — one with a Manx Norton and the other with a BMW — took a trip to Florida and got on a boat and went to Cuba. This was just before Castro took over. We rode from one tip to the other, 850 kilometres.

"I got a Harley Knucklehead about the time I started acting, then a Triumph 650. I first raced a series and I couldn't believe it! I ran into a guy named Bud Ekins and bought an old Triumph from him to race in the desert. It had the wires hanging out it and everything. I fell off of it right away.

"Ekins really paved the way for me. He paved the way for a lot of people. He introduced me to some people and started a lot of good relationships for me.

"I ran my first enduro, my first hare 'n' hound. I couldn't believe it! I walked back a lot, though. I made a lot of friends with some cactus, rocks, and turtles, too.

"I remember the first two-stroke. It sounded like someone was hitting a can with a ball-peen hammer. The front fender was bent up underneath the fork

wells. But it sure did get through the terrain better than some 40-inchers. Some called 'em a foreign species but soon everybody had one. Even today when I go to Bud Ekins' shop and order a two-stroke part I get funny looks."

I asked Steve how being an actor affects his racing career, both driving and riding. I also asked about the reputation he has for demanding to perform his own stunts.

"Being an actor has always been a weight on my back. It made me the person to beat. It was bad. And the studios gave me a bad time. They pulled my car racing insurance so I went into motorcycles.

"I used to do all my own stunts a long time ago when I felt I had something to prove. Now I enjoy sleeping in, if possible; knowing somebody else is knocking himself out."



I wonder what possessed him to want to ride one of those "crazy, noisy motorcycles..."

"The thing that impressed me the most about motorcycles was the great sense of freedom. You're with the elements. Out in the desert I learned to read the terrain. There's no audience you have to please. You can run the greatest race in the world and no one knows...all my victories are personal victories. And I've made a lot of friends with turtles."

Are these days gone?

"No, I just got into motocross." At this point he chose to smile rather than elaborate. I asked him if he intended to make a film about motorcycling that would, well, "tell it like it is."

"I'm completing the script right now. It's the story of two guys. Not Fauss and Halsey, not "Easy Rider", not "The Wild One". And they're not fags. I can't tell you any more or TV will steal the idea and ruin it."

Who do you think is the most important person in the microcosm of motorcycling?

"Everyone who's got a dirt bike in the back of his pick-up and is looking for a place to ride."

All the time the interview took place, just a few yards away repairmen were replacing a barrier a drunk driver had removed while parking his car in the river. Occasionally the workers would stare at us, nudge each other and point.

On two occasions an associate of McQueen's would appear to have a few brief words.

During the two hours we were perched on the curb, I would put down the note book and become engaged in a down-home rap, bench-racing and the like. McQueen, naturally, is no different than most Sunday racers and is happy to be able to go to Indian Dunes and be a regular dude.

He mentioned how his insurance wouldn't let him race Elsinore this year ("I gave my entry to another guy and he got the hell photographed out of him.") and how the studios thwart his riding habits. He can't ride while he's making a film, and if they had their way, he probably wouldn't ride at all.

He described his current adventures in motocross as "a whole new love affair. I'm getting where I can handle

my Husky just so..."

Once I brought up the name of Terry Clark. "Oh my God!" he exclaimed. "Unbelievable! They ought to take all the Terry Clarks and Mark Blackwells and make them ride handcuffed!"

As we got back in the Chevy, he mentioned that he had some work done to the engine. On a wide, empty street, he proceeded to demonstrate the awesome acceleration of the V-8. The truck pitched heavily as he braked hard, and the whole experience felt neat. "It doesn't exactly handle like a BMW," he said while his ears were connected with a grin.

He dropped me off in front of his offices and sped to an appointment a bit late. McQueen had talked for an hour more than he had scheduled but didn't seem to mind. Perhaps it was because we talked bike-talk or maybe because he was way from telephones. At any rate, it was enjoyable for both of us.

There was on particular comment that sums up his attitude: "The only good victories are private. If a guy wins a motocross he'll get a kiss and a trophy. But the things he remembers most is the guy he beat, or the corner he took the fastest."

At 40 years of age, Steve McQueen is taking corners pretty fast, and he's getting faster. He's also doing a helluva lot for the "image", if we can't get through to the legislators, there's always the legislators' wives...

Cycle News

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JUST FINISHIN'

Don't you think that a desert rider who goes 40 to 50 miles across rough and dangerous terrain and puts all he has into it is deserving of a finisher pin when he comes through the finish line?

I think it should be an AMA rule, every club is to give a finisher pin. When I watch these riders come through the finish line I admire everyone of them for their stamina and I am sure that pin would help some of the aches and pains. A big percentage of the riders have only the finisher pin to show for their achievement. It is a small percentage that come home with the beautiful trophy. The last two races have not given pins. There have been many in the past that did not give them.

Let's see if something can be done about it.

V. HOGAN
Littlerock, Ca.

WHO PROFITS?

Today I picked up a trophy from the Bushmasters European Scrambles held on Dec. 13, 1970. It measured exactly three by ten inches; if it cost over \$2 they were robbed. This evening I sat down and from the results page figured approximately what they hauled in that day.

Including all classes there were 749 riders, @ \$3.25 per rider it comes to \$2,434.00. Now chopping off the \$434.00 for an ambulance, posters, entry blanks etc. leaves around \$2000. They gave 93 trophies, and if my figures are correct this equals \$21.50 per trophy, but how many did they pay \$21.50 for?? I'll bet none!

I would dare guess they cleared at least 1000 and possibly 1500 dollars on this race, plus being a dual scrambles the Prospectors did the same thing. The main thing I would like to know though is, do the profits from our shafting go to people fighting for our desert for for a greedy club's yearly drunken brawl?

GLADE GOODRICH
La Puente, Calif.

EMULATE EVANS

On March 21, I watched a road race at Carlsbad put on by the A.C.A. I noticed a certain team in particular who had no chance of winning, try to foul up a young racer to the point where it was dangerous. They were trying to terrorize him into crashing.

Some say "He is out there with the 'big' boys and should learn what to expect." I say intentional dirty racing is not for the race track. The officials were warned of this situation but ignored it. Anyone who knows Pat Evans knows he does indeed ride like a man - he uses CLEAN TACTICS to win. The "big" boys, a couple in particular who team race like juveniles, are so desperate to win they will try anything. Pat not only rides like a man, but like a champion and has since the first day he threw his leg over a motorcycle. It may be to the advantage of some others to try to emulate Pat's riding style. And while you are at it emulate his gentlemanly character - then you may even learn how to be a gracious loser.

DONALD RYAN
Garden Grove, Cal.

THE RIDER IN MIND

For the first time in several years of dirt racing, I feel compelled to write a letter praising a group for really working at making enjoyable races. I took my two sons (ages 11 & 14) to the SRA/RV Enterprises European Scrambles March 14 and I found things to be really unexpected at a race. Things like easy, quick sign-up; course practice; EVERY race on schedule; officials going out after downed riders AND their scooters; really nice T-shirts for finishers; friendly people, etc.

Then to top it off, when my

youngest son was mistakenly left off the results, SRA president Ron Vincelle called him to explain it, wrote him a real nice letter and even sent him a FREE entry for their next race. You can bet we'll be there. Anyone who organizes and tries that hard deserves support.

FRED PIERCE
Inglewood, Cal.

STREET LEGAL ENDUROS

I have just finished reading the letter from Tom Marshall (a "real" enduro rider). Obviously, this guy is somewhat misinformed about this year's Greenhorn, but this is to be expected from a "Sunday only" rider.

This is the Greenhorn's 25th anniversary and the Pasadena M.C. wants

VOICES OF THE WEST

to make the run as much like the old Horn as possible. Most "great" endurs (Jack Pine, ISDT, Berkshire, etc.) are for legal bikes only and up until a few years ago the Horn started in Pasadena.

Making a bike legal is no big thing. If the "real" enduro rider had ridden the Prospectors' night enduro last summer he would have seen more than a few 400 Huskys with lights. The Vehicle Code requires only a horn, (a bicycle horn will do) stop light, license plate, a rear-view mirror, and an effective muffler. Most of these items can be improvised.

The Pasadena M.C. works 6 months a year on the Horn. It wouldn't take too many dumb snivelers to make them say "forget it" and the Horn would be gone forever. They deserve our praise and thanks and not pointless ridicule.

By the way, "real" enduro riders don't ride CT1-C's.

DAN KNOUS, Ref.
Checkpoint M.C.

WANTS TO HELP

I am writing in reference to your "M.O.R.E. from the Capitol" articles. I am very interested in learning how to fight this thing, and I have about a dozen or so friends all with bikes, and I'm sure they know even more people who are totally with the stand that your newspaper has taken against these bills.

I was wondering if there were any meetings that we could attend, or anything we could do to further bring out our feelings. I would appreciate any information on which way would be the best to go to get right down to the point and see if we couldn't get a few things changed up at the capitol.

You mentioned a moratorium committee in last week's article. All of these people are willing to join, if one is started.

I would appreciate it if you could send me the above requested material.

MARK BROWNER
Baldwin Park, Cal.

We've forwarded your address to M.O.R.E. Any important hearings, meetings, etc. that we get wind of are announced in Cycle News. That's not a "moratorium committee" M.O.R.E. proposed, but rather a moratorium on jailing riders until areas can be designated for them to legally ride...Ed.

SHOCKING STORY

On Saturday, April 3rd, the day before C.E.R.A. Enduro II, I bent the shocks on my Yamaha. A quick trip to Barstow and the local dealer S & J Cycle Sales revealed they were out of stock.

Jerry Petrotta, one of the owners, saved the weekend by loaning me the shocks off of his desert bike, refusing to take a deposit when I left or any form of pay when I returned them Sunday.

Never in my life have I known anyone to be so generous and trusting. I shall always remember this and I wish Jerry and his partner Jim Lovelady the best of everything.

W.T. DOYLE
Los Angeles, Cal.

POINT RICHMOND HILLS—"OFF LIMITS"

I know how frustrating it can be when you can't get enough support from fellow cyclists. My husband and I are members of the Richmond Ramblers' M.C. Point Richmond, Calif. Some surrounding property owners and the city of Richmond are trying to take our hills from us, hills we have been riding on and enjoying for over 30 years (the club has been in existence for 27 years) and we aren't getting the support we should from our fellow riders. Other than the local bike shops and a few concerned riders (non club members) the club is footing the whole bill, lawyer's fees, court costs, publicity, yet there are hundreds of riders on those

motorcyclists lose. STAY ALERT they are closing in on us, if we don't stand our ground, we are going to lose it. Motorcycles will be a thing of the past.

KARON SEXSON
Richmond Ramblers M.C.

MORE ABOUT PT. RICHMOND HILLS

The Richfield Oil Company (ARCO) - "The Mileage Makers" - has filed a trespassing complaint, after 20+ years, that has closed the Point Richmond Hill. Police are issuing citations. When questioned, ARCO said it was a question of liability - and, also, that if that problem could be solved, it would not re-open the area.

PHIL DARLING
Richmond, Cal.

RACER TESTS?

How come you never have any road tests on competition bikes? Many more people would buy your publication if you did. Why do you think so many magazines are sold? People want to get a rough idea on which bike to buy, what their own bike is all about, or what the other bikes are like that they're racing against. You guys should have a test about every other week or so. Do it and you'll make a million. You'll even cause magazines to fold. Thank you for listening.

MIKE (BELLY) KELLY
MIKE (SHADOW) SMITH
San Pedro, Calif.

We'd hate to see any magazine fold...Ed.

Writin' Around

By Chuck Clayton

THE HOUNDS OF SPRING ARE ON WINTER'S TRACES

Chet Winter is a with-it dude hired to handle legislation matters for AMA members. In a recent visit to Cycle News' offices, Chet impressed us with his forthright understanding of motorcycling's needs in its relationship to the authorities.

Basically a street rider, starting with a 74 in '53, Chet's youth in upstate New York and Illinois can still be heard in his "Chicago" accent. He's a spiffy dresser in 3-piece suits and bears a slight resemblance to Tyrone Power. Chet gives the strong impression that he's not easily fooled - altogether ideal qualifications for motorcycling's national lobbyist.

Comparing my own legislative findings with Winter's, I discovered he is way ahead of me. I confessed my current puzzlement over the question "which way to go?" Recent experiences with the authorities have convinced me that they are trying to meet us to death. Runarounds and closed doors are all we get.

Chet admitted that he too had found this. But he had also found the remedies: massive letter-writing campaigns and, as a last resort, "protest" demonstrations. Wow, dirty words! He said it, not me. I have consistently rejected all suggestions of demonstrating, stopping traffic, the bad vibes that go with situations so extreme that only organized marches can express them. Motorcycle enthusiasts have power in their numbers, and power means responsibility, whether it is political power or engine power.

However, I've reached the point where nearly all avenues of reason have been followed to their end and still, every day, respectable citizens and their children are breaking the law merely by riding their bikes, not hurting a damned thing. While procrastinating politicians hold meetings to try and prove that motorcycle riding is just a fad.

Impressed as I am that Chet Winter speaks from successful experience (he was in on the Illinois helmet law repeal, for instance), still I am not ready to unleash the "ultimate weapon" of organized defiance. We've had great success preventing unreasonable legislation through letter-writing campaigns. Perhaps this tool can also pry the legislation we WANT out of their pigeonholes.

Motorcycling, both on the road and off is here to stay. It has been a highly ignored part of American history for over three generations. It is not a fad. We have been using certain public lands and trails long enough over an uninterrupted time to claim them against all counterclaims, if we desired. The authorities know this. It helps explain why they are so reluctant to allow us to officially exist. The time if 1870 and we are the Indians. The only difference is, we can read and write... and vote.

Whether we get shoved onto reservations or choose where we want to ride depends on convincing the politicians and political appointees that we won't be buried or bullied so easily. The attempt to make motorcycles illegal has already backfired as sales continue to soar. Trying to make a thing illegal without actually doing so seems to make it only more attractive.

Chet Winter holds the reins of political horsepower for the motorcycle movement, and he's not afraid to use it in our best interests. The hounds of springs are on Winter's traces.



Chet Winter

KNIEVEL'S MOTOCROSS

TWIN FALLS, IDAHO, April 14, 1971 — "It's going to be the richest motocross purse in history — \$10,000 guaranteed," says Evel Knievel, promoter of the First Annual Snake River Canyon Championship motocross set for May 22-23.

"I've heard all these guys bitching about how motocross doesn't pay the money so I'm going to do something about it," the famed jumper adds. "The money is all guaranteed because it's coming out of my own pocket."

The announcement came shortly after Tom Clark, director of racing for the AMA, had agreed to arrangements in making this one of the point runs for the upcoming Trans-AMA series.

"The races will be run professionally," promises Knievel, "because they will be run by the AMA."

The two-day event will run the Juniors on Saturday for trophies and contingencies. "And when I say trophies, well, I'm trying right now to get a brand new car as one trophy," Evel adds. On Sunday the Seniors race for the \$10,000 cash.

"The course, which Clark just loves, will go right over the takeoff ramp for my Snake River Canyon Jump," Evel explains. "From the top of it, you can see the bottom of the Canyon — an unbelievable sight."

Olympia Brewing Co., one of the sponsors for Knievel, will also be promoting the event and offering contingency, making this, financially, the biggest motocross race ever staged. And, with the AMA entered, this will not be one of those "half-way great" races, Knievel says, "We're going all the way."

Swap-O-Rama Swings Apr. 30

After over 6,000 people learned that shopping and selling can be fun and profitable at Swap-O-Rama last month, the promoters and sponsor Cycle News yielded to the public's demands and announced a new date for the next Swap-O-Rama, April 30 at the same place, Orange County Fairgrounds. More room, more time and more bargains for more people are promised by the co-promoters Vic Wilson, Larry Huffman and Chuck & Sharon Clayton.

"The only complaints we heard about the first Swap-O-Rama," says Huffman, "was that there wasn't enough stuff on sale to supply everyone. We intend to take care of that this time." Swap-O-Rama will occupy the two biggest buildings at the Fairgrounds, with individual swappers in the larger New Products Pavilion and dealer liquidation offerings in a building across the way. As in the first Swap-O-Rama there'll be a live radio broadcast from the Pavilion and this time coincides with the opening of Speedway racing at Orange County Fairgrounds. So plan on bringing your excess motorcycle gear to the Cycle Swap-meet and see the speedway, too.

Facilities will be available for swappers who wish to see the races. Swap-O-Rama management will watch their wares during the speedway hours, from 8 to 10:30 p.m.

Among the dealer offerings will be bargains from Paul's Harley-Davidson including many early and late, new and used H-D parts. Many new parts from the 1940's will be sold at liquidation prices and an H-D mechanic will be on hand to assist buyers with problems of interchangeability, etc.

K&N Motorcycles will have truckloads of knobby tires, chains, plugs and such other bargains as new compression releases for \$10.

Hundreds of new helmets will be liquidated by American Sports Co., including full-coverage models at less than dealer cost, so get there early to beat the dealers. J.T. Racing Imports will have their neat motocross sox and anti-blister goodies like every dirt rider needs. Orange County Cycle is trading new 350 or 400x18" knobby recaps for \$12 plus the old carcass, so bring your worn out tires for trade. House of Suzuki-Triumph and several other dealers will be liquidating their overstock of accessories, parts, helmets, luggage racks, etc. Also, several antique collectors have said they plan to dispose of excess parts, handbooks, etc., where they'll be sure to get into the hands of enthusiasts who will appreciate them.

Private enterprise and free competition will be in full swing from 5 p.m. until midnight at the Swap-O-Rama, with doors open for setup at noon. Swapper prices are \$5 for a booth. Buyer admission remains at \$1 and ticket-selling has been streamlined to avoid the lines that queued up last time.



Over 6,000 bargain hunters converged on the first Cycle News Swap-O-Rama last month. Most found what they were looking for. On April 30 even more bargains will be offered, including a bigger bike auction.



Some people bought things they didn't even need because they couldn't resist the bargain. Speedway racing opens on same night, same place as Swap-O-Rama next Friday night, April 30.

M.I.C. DRIVE SUCCESSFUL SO FAR

LAS VEGAS, NEV., April 14, 1971 — With over 500 out of approximately 3,000 first line dealers joined already, the Motorcycle Industry Council is well along its way. New manufacturer and distributor membership has not kept pace, however, probably because few of them know how to join, what the dues and responsibilities are, etc. Ted Burke of American Jawa is the new man in charge of the manufacturer and distributor membership drive. Please write Ted at 38 Greenpoint Ave., Long Island City, N.Y. 11101 if you have any idea how he can help more manufacturers and distributors join M.I.C.

Attention at the monthly MIC Board meeting focussed on the Land Use Committee and its battle with land closures. Preparation of a motorcycle park study and a do's and don'ts manual for trail riders was reported by outgoing Chairman John Taylor of Yankee Motors. Policy and procedure for dealing with the numerous local ordinance problems was hammered out by the committee and will be presented to the state and district MIC dealer associations for local action.

TURNING THE CORNER

"We are just turning the corner in our campaign against ignorant motorcycle legislation," Deputy Chairman Chuck Clayton said, ticking off some cases where "written permission" laws have been temporarily blocked. "But we can't say we are winning until we start gaining ground," he warned. "Motorcycle recreation needs MORE room to ride, not less. Clayton concluded that land use problems are going to get worse."

The MIC is now renting billboards on Highway 14 and Highway 15, the main entrances to the Mojave Desert, reading "Motorcycle riders, keep your desert clean & quiet." It is hoped that the message will be noted by the general public as well.

Liaison with the Sierra Club and other conservationist organizations will be sought this month by the trade association.

Guest Editorial

Numbers are doing us in

By Dick Ahlefeld

Here in Orange County, and no doubt in the heavily populated adjoining counties as well, a great cry and clamor can be heard from the off-the-road-rider. He feels he's been dealt an injustice, a below-the-belt punch, so to speak.

Most of these people haven't taken the time to find out why they've been shut down. They'd rather fuss and gripe about the policy makers, not bothering to check out the statistics.

True, very little is being done in their behalf. The few that are trying to open up riding areas, legally, run into all sorts of road blocks. Everything from completely disinterested policy makers to irate neighbors cause much frustration, even among land owners who are willing to open their gates.

Let's take a hard, statistical look at Orange County and see if we can come with at least some of the answers to this very vexing problem.

For the past two decades Orange County has been dramatically changing from an agricultural community to one of the fastest growing metropolitan areas in the nation.

In 1950 the population stood at 203,906. By 1960, it had increased 246% to 703,925 residents. Today, according to the 1970 census, Orange is the second most populated county in the state with 1,420,386 citizens, and growing.

Six cities in California have experienced population increases over 500% since the year 1960. The top five were in Orange County. Huntington Beach increased 905.5%, Tustin 938.5%, La Palma 1,399.8%, Fountain Valley 1,428.9%, and Cypress 1,652.1%. The total population increase for these five Orange County cities was almost 180,000.

In 1970 alone, there were 45,000 new residents, 30,000 new homes built, 12,500 new jobs, and 64,000 new vehicles. This magnitude of growth in Orange County is rapidly using up the

open land.

Add to this the less-desirable effects! 7 smog alert days, 152 days when the smog level exceeded state health standards, and a 9.6% increase in crime (including stolen motorcycles) in the unincorporated area alone, plus an eleven square mile loss of open space to urban development, and you'll start to get some idea of what's happening.

The responsibility for planning in this kind of situation is an enormous one. The typical zoning map approach used by many cities and counties could never keep up with the pace. A new approach to planning is needed and possibly the establishment of a long range general planning program would help. A planning program cannot stand, however, solely on the merit of its philosophy. One of its primary sources of support will have to be timely, geographically useful information. It should be established to provide this information (and this includes use of certain lands to off-the-road vehicles, and the recognition of such as being a wholesome sport practiced by a large segment of the citizenry) to the county's elected officials.

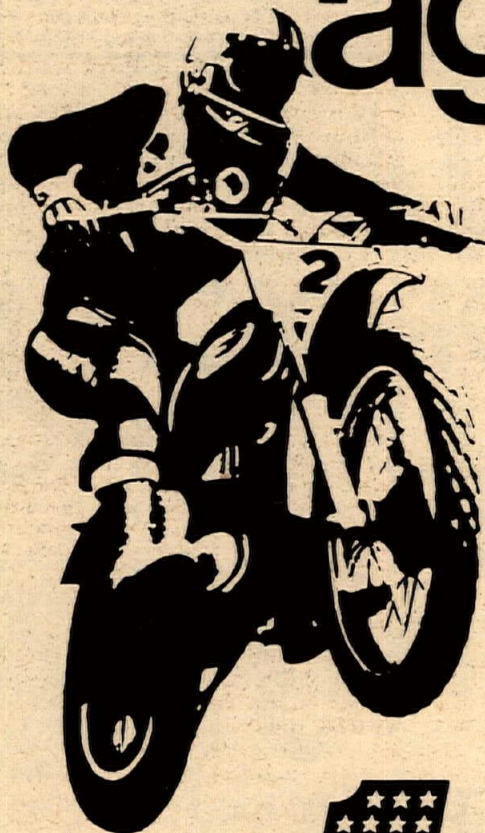
Orange County currently has one riding park (Saddleback). It also has a national forest open to riding five to six months a year, closing during fire season. As the population increases, so do the ranks of the already thousands of motorcycle and mini-bike riders.

What's necessary, of course, is to get accurate statistical information on these needs to those responsible to the general planning program who have the capability of carefully analyzing and interpreting the information.

Statistically, Orange County's growth pattern over the last ten years can be interpreted to have an impact on current trends, and may have an enormous effect on Orange County's future.

If someone asks, "What happened to all the open land I used to ride on," you can answer statistically, "Man, you're living on it!"

baja wins again!



Buzzards Hare Scrambles
4/4/71
1st Trailbike
3rd Overall
Mitch Mayes — Baja



the Harley-Davidson outperformers

Kenney 4th in Euro m-x

By Snowflake, the racetrack hound

In case you people don't know who I am; I'm Snowflake, the self-appointed journalist/photographer for the American Moto-Cross Team. When Bryan Kenney, the AMXT manager, was on the West Coast, I managed to waggle my way into his outfit. During the 1971 season you will be hearing from me regularly, all about the AMXT Project 1971.

The project has gotten off to a good start. Already Bryan and his wife Laurie have the machinery and transportation in order at their old base of operation near Le Mans. He had a job to find a good used car, to pick up his new bike from the Husqvarna Importer in Paris, and make it to his first European meeting April 12th. Little by little he will now be making arrangements for transport, bikes and race contracts for Bob Grossi and Barry Higgins, so that the Team will be ready to go right to work when they arrive for the Belgian GP.

The race on April 12th was decidedly different from the motocross events I've been following in America. The course itself was simply a bone-cruncher; a relentless washboard of rock and sand that wound in every direction over a forested hillside. It was sunny, in the 80's (degrees), and the motos, which

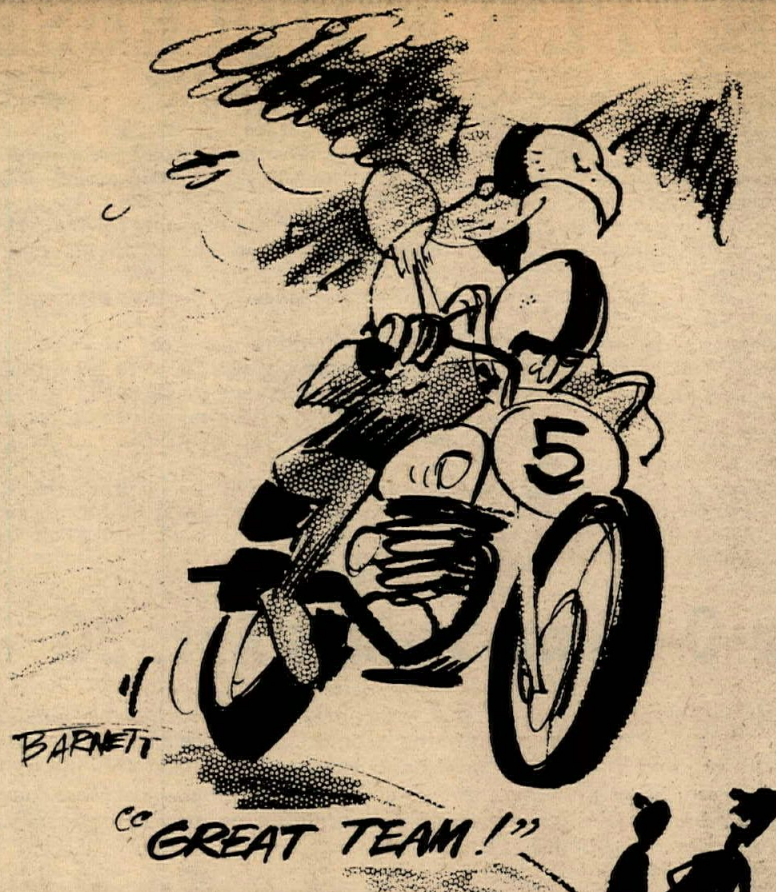
numbered three, were thirty minutes each. There were 20,000 spectators, ten nations represented, and a lot of flags and colorful banners.

Bryan brought home a 4th over-all, missing third by a simple mis-shift in the very last seconds of the final moto. First went to Jorgen Enequist, a very fast, up-coming Swede; second to Wolfgang Muller, No. 2 in Germany behind Adolf Weil; third to the Finn, Lemuskoski. Considering the string of Europeans and Scandinavians that came in behind Bryan, we were quite satisfied with a 4th.

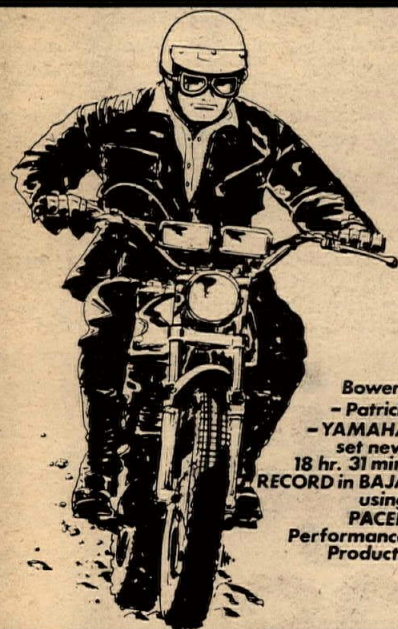
During a great part of the second moto, we actually carried the flag out in front, lap after lap, until Bryan became so tired he couldn't keep the twist-grip from slipping shut.

He fell all the way back to sixth before the heat ended. He would have fallen farther back had all the other riders not suffered from heat and exhaustion. After the final he dropped into his caravan and didn't move until late in the evening. I think I must make him do some long distance running this week. From that race, which took place at Soucelles, near Angers in France, we go to another international event up near the English Channel. Until then,

—Snowflake



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Americans in England

SPECIAL TO CYCLE NEWS

Britain bested America by 183 points to 137 in the first Anglo-American match races at the weekend. But the determination and style of the American team earned the admiration of the 60,000 spectators who watched the races at the three circuits — Brands Hatch, Mallory Park, and Oulton Park.

The idea of BSA-Triumph's American president, Mr. Peter Thornton, the match races set six Americans — Gary Nixon, Dick Mann, Jim Race, Dave Aldana, Don Castro, and Don Emde — against five Britons — Daytona hero, Paul Smart, and other road race experts, Ray Pickrell, Percy Tait, John Cooper and Tony Jefferies. All riders rode the spectacular three-cylinder BSA and Triumph Daytona-type racers.

Smart and Pickrell led the British attack by winning all six races. In addition, Pickrell, and Cooper rode so fast that they equaled the lap records at Brands and Mallory, respectively.

But the Americans battled magnificently under severe conditions. First Gary Nixon was eliminated from the series when he crashed at Brands during practice and crushed a bone in his left hand. Earlier, he had set impressive practice laps.

In addition, the British team was armed with brand new machines, but four of the five Americans rode 1970

Daytona bikes, which were definitely not as quick around the twisting English circuits.

Of the Americans, only Mann rode the latest type bike, and he used it to garner the third highest score of the series with doggedly consistent performances.

British race fans were also impressed by Don Castro, the 21-year old AMA number five who had previously ridden in less than ten road races.

Castro quickly adapted to the tough conditions of British short circuit racing to score a third place in his first meeting. He failed to finish two races, once when his bike threw a rod, and once when the throttle jammed open and he fell.

But he finished only one point behind Don Emde, who suffered gearbox problems with his BSA throughout the races.

BRANDS HATCH RESULTS

First Race (12 laps — 14.88 miles): 1. Ray Pickrell (GB, BSA), 2. Paul Smart (GB, Triumph), 3. Dick Mann (USA, BSA), 4. Percy Tait (GB, Triumph), 5. Don Emde (USA, BSA), 6. Don Castro (USA, Triumph), 7. Dave Aldana (USA, BSA), 8. Tony Jefferies (GB, Triumph), 9. Jim Rice (USA, BSA), 10. John Cooper (GB, BSA). Winner's Time: 12M 11S — 73.28 mph. Fastest lap: Mann, 58.28 — 76.70.

Second Race: 1. Pickrell, 2. Smart, 3. Castro, 4. Mann, 5. Tait, 6. Jefferies, 7. Emde, 8. Aldana, 9. Race, 10. Cooper. Winner's Time: 11M 18.6S — 77.79 mph. Fastest lap: Pickrell, 56.2S — 79.43 mph.

Scores: GB 61, USA 49.

MALLORY PARK RESULTS

First Race (11 laps — 14.85 miles): 1. Pickrell, 2. Cooper, 3. Mann, 4. Jefferies, 5. Emde, 6. Aldana, 7. Rice. No other finishers. Winner's Time: 10M 8.8S — 88.54 mph. Fastest lap: Pickrell, Smart, 53.6S — 90.67 mph.

Second Race: 1. Smart, 2. Pickrell, 3. Cooper, 4. Mann, 5. Castro, 6. Aldana, 7. Rice, 8. Emde. No other finishers. Winner's Time: 9M 55.8S — 89.72 mph. Fastest lap: Cooper, 52.0S — 93.46 mph.

Scores: GB 53, USA 48. Overall: GB 114, USA 97.

COULTON PARK RESULTS

First race (5 laps — 13.75 miles): 1. Smart, 2. Pickrell, 3. Cooper, 4. Mann, 5. Tait, 6. Jefferies, 7. Emde, 8. Rice, 9. Aldana, 10. Castro. Winner's Time: 9M 5.6S — 91.09 mph. Fastest lap: Smart, 1M 47.2S — 92.72 mph.

Second Race: 1. Smart, 2. Mann, 3. Cooper, 4. Tait, 5. Jefferies, 6. Rice, 7. Castro, 8. Aldana, 9. Emde. No other finisher. Winner's Time: 9M 9.6S — 90.43 mph. Fastest lap: Smart, 1M 48.2S — 91.8 mph.

Scores: GB 69, USA 40, Overall: GB 183, USA 137.

INDIVIDUAL SCORES

1. Pickrell and Smart 48, 3. Mann 46, 4. Cooper 37, 5. Tait and Jefferies 26, 7. Emde 25, 8. Castro 24, 9. Aldana 22, 10. Rice 20.

SECOND ANNUAL NATIONAL

MOTORCYCLE RECORD DRAG CHAMPIONSHIPS

June 19-20

Record Runs, June 19 Eliminations, June 20

The National Hot Rod Association will certify all records set at this event and they will serve as standards for future competition.

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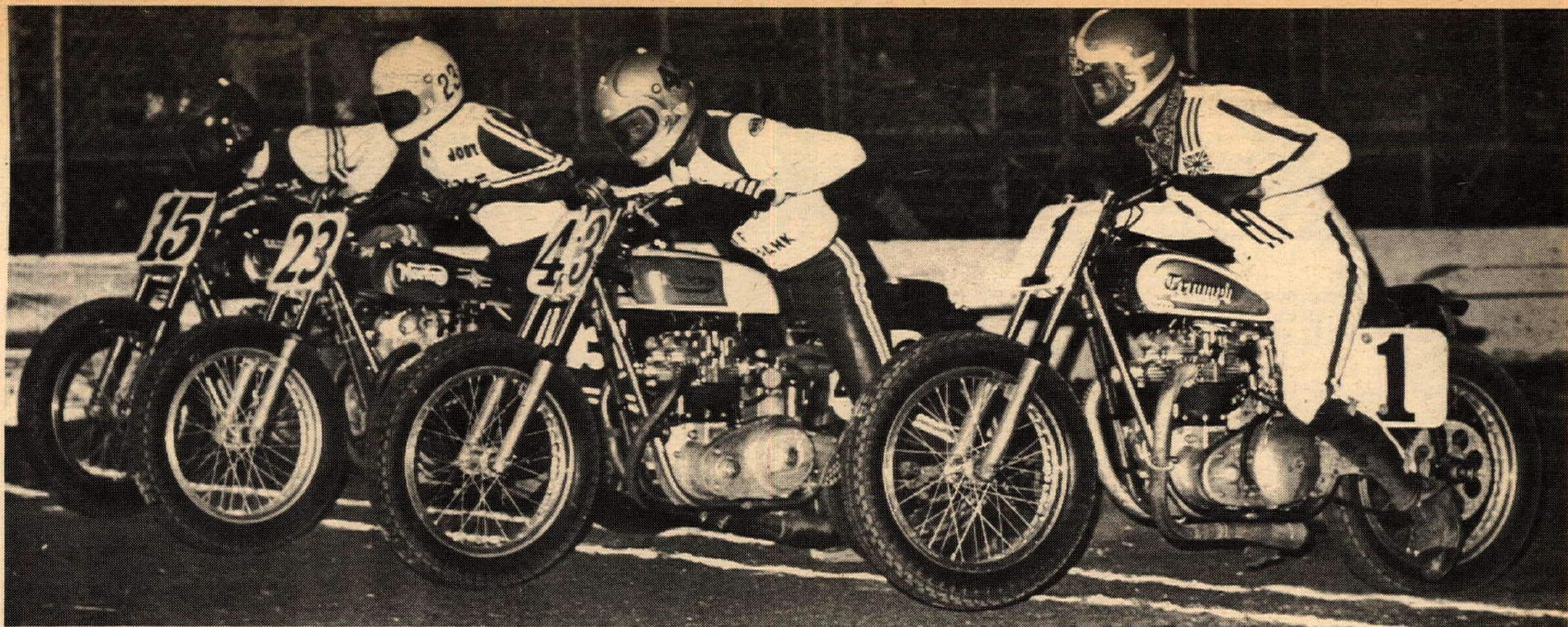


BEECH BEND

The Nation's finest drag racing facility.

INTERNATIONAL RACEWAY

Bowling Green, Kentucky



Ready for the Trophy Dash are fastest Qualifier Gene Romero (1), John Hateley (43r), Jody Nicholas (23) and Dave Smith.

Photos by Dan Mahony

ASCOT PHOTO FINISH

GARDENA, CALIF., April 16, 1971 — The racing gets closer and closer and faster and faster as the new Ascot AMA half-mile season builds up steam. Can nobody stop Jody Nicholas?

The track was the fastest last Friday night that it has been in nearly three years. Experts were on top of long-standing marks all evening and three of the Junior records were blasted off the books.

Seven Experts battled for fast time honors in time trials but it was number one Gene Romero, who decided to try twice, getting the top one-lap time at 22.76 seconds, the fastest this season.

Romero, John Hateley, Jody Nicholas and Dave Smith were the four top timers of the night but it was the Grand National Champion who came back in the Trophy Dash to take the win over Nicholas, who hasn't won a dash yet this season. Hateley was third. It was the fourth straight time this year that the Ascot Dash has produced a different winner.

Romero warmed up the heat race action with a win over Smith and Loyd Houchins. Point leader Keith Mashburn could pull no better than fourth and Chuck Palmgren again failed to transfer.

Hateley, Dave Aldana and Don Emde supplied the action in the second Expert heat with John holding the two England returnees for the win. Jody Nicholas and Tom Rockwood raced down to the wire in the final heat with Jody the winner.

The Junior class belongs to Gary Scott. The new yellow plate sensation broke THREE track records in only his third outing under the lights on a big machine.

In the heat race, with only the clock to race, Scott broke both the one-lap competition mark and the five-lap heat race record. His one lap competition speed is faster than any other Juniors (Amateurs) have ever gone and it now stands at an amazing 22:56!

In the final race Scott was actually led by Loyal Penn for the first five laps as Scott pressed hard, trying to get by. The two Triumph riders pushed the record and once Scott got by, it was all over — and again a new track record. The old one had stood up since 1968.

The competition for winners is picking up as Scott Brelsford jumped from his winning Ossa after the first two weeks to a Yamaha last Friday night. He won his heat race but had his tail raced off before again coming up defeating the hungry K&N team of Steve Nichols and Scott Autrey.

Nichols led the first lap but gave way. He appeared to have the horsepower edge but made too many mistakes to come back and again take the lead. It was the third straight victory for Brelsford but this one paid less money. Ossa was paying \$50.00 per win at Ascot while Yamaha is only posting money in the Expert class.

FANTASTIC EXPERT MAIN
Mark the Ascot Expert main event down in history books of racing, for few will ever top it. Nicholas, looking for his third straight win, was out in front at the end of the first lap, with Hateley, Romero, Aldana and Rockwood all barreling close behind.

Rockwood shot by Aldana on lap

seven for 4th place but then saw a rod go through the side of his Triumph, canceling his chances with the third straight week of mechanical problems for last year's point champion.

Then young Hateley, who just missed the main event win a week ago by a few feet, found himself dropped to 3rd by Romero on the ninth lap. Gene and John both picked up the pace and closed the gap on Jody.

The next four laps was a three rider end-for-end locomotive with Hateley in 3rd and not liking it. At less than two laps to go Hateley turned up the wick and tried to pass Romero who tried to keep the rookie back by running him up to the wall on both straightaways. It didn't work.

Hateley shot into 2nd on the front straightaway as the racers thundered down the lane on the final lap. Hateley made it and then for the second straight week, did his last lap, full-throttle thing all the way around.

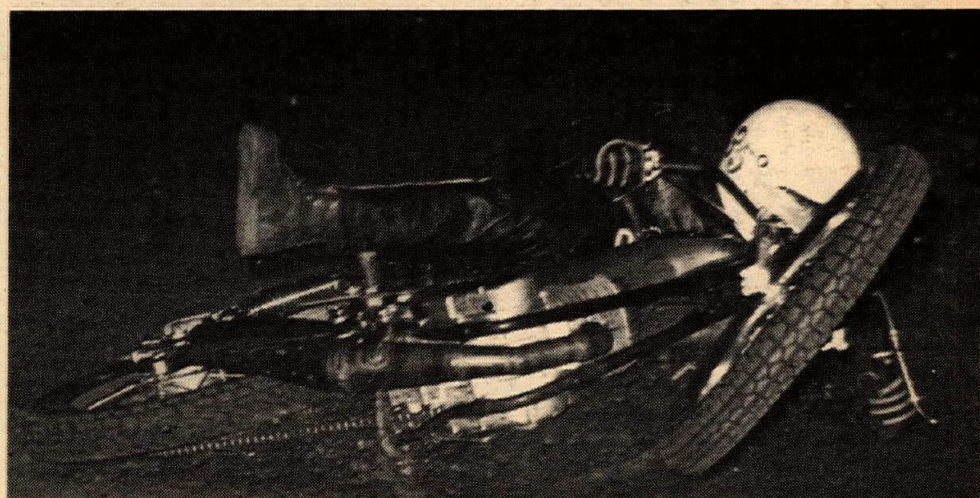
The lead actually changed twice coming out of the last turn before the checkered flag. Hateley had it once but Jody took it back and won at the line — by no more than three inches! That's three in a row for Nicholas and the Norton.

Keith Mashburn failed to qualify for the final and thus yielded the point lead to Nicholas. Jody is now the third Expert to lead the point race this year. **BAD ACCIDENT IN NOVICE HEAT**

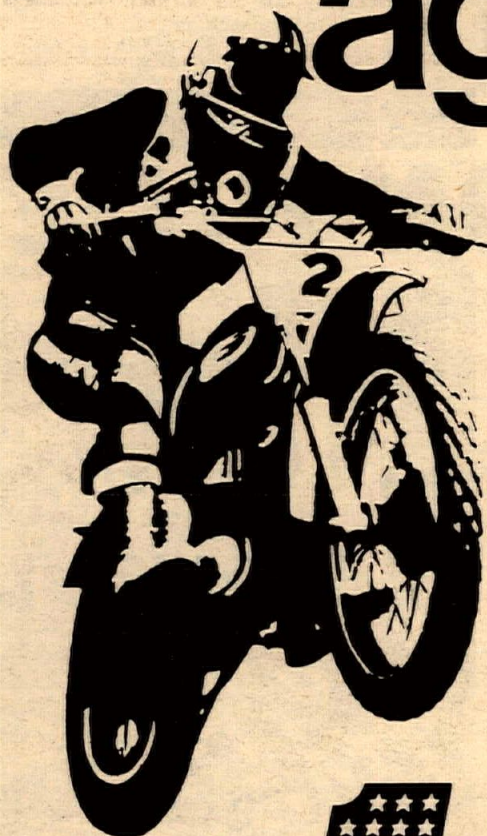
Two errors by Novice Tom Banks sent himself and another rider to the Gardena hospital. In one of the lightweight heat races Banks lost control and crashed. Dazed, he jumped up and ran in front of Bob Burg, causing Burg to collide with Banks and his machine. The latest report is that both riders are seriously injured.

Half-mile racing continues every Friday night under the lights at Ascot in Gardena. The new family discount price is just one of the many innovations this year. Ascot flat track racing can't get any closer without having to use cameras to decide the winners.

(Results on page 22)



baja wins again!



100's M.C. Hare Scr.
Adelanto, Cal. — 3/14/71
1st Trailbike
Mitch Mayes — Baja
2nd Larry Rosler — Baja
3rd Jim Summers — Baja
5th Tom Sawyer — Baja
(1st Junior)

Optimist Combo—Cross
Indian Dunes — 3/14/71
100 Expert Class
1st Terry Clark — Baja

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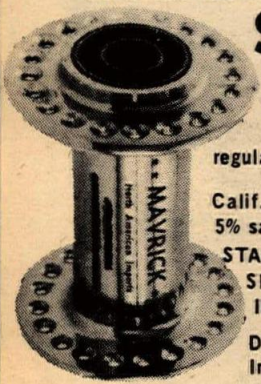
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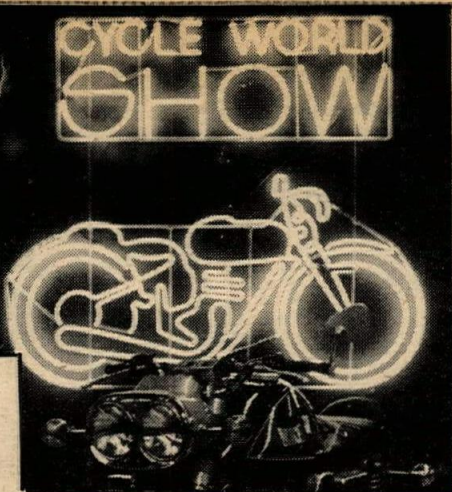
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By Ron Schneiders

LOS ANGELES, CALIF., April
16, 1971 — Has there ever been a
more motley collection of people
and machines than were assembled
for the annual Cycle World show
at the Sports Arena? Surely not in
my experience! For those of you
who didn't go, here's what you
missed.

Dozens of folk-art choppers.
Most of them were based on some
early model Harley V-twin, a pig
of an engine in its heyday, not
glorified beyond any last vestige
of sanity by the application of
thousands of man-hours of hard
work, spit, polish and chrome and
lots and lots of dollars. Beautiful
creations, some of them are, like
Christmas tree ornaments raised to
the 10th power. Some of their
makers even foster the illusion by
cradling their confections in
angel's hair and playing revolving
colored lights on the sculptured
curves. So fragile they are, with
their long spindly forks that are
never destined to feel the crashing
strain of a pothole in the asphalt.
Whatever you might think about
the ultimate worth of one of those
projects, one cannot deny the
pride of workmanship well served.

Standing next to these sugar plums
are offerings of commerce, Triumph,
Yamaha, Suzuki. Yawn, nothing new
here. We've seen these models blazoned
from a hundred full-color, full-page
fold-out ads in a dozen magazines.
Suzuki conquers boredom? Not at a
show, anyway. The tired, bored
personnel at these exhibits are trying
desperately not to become involved in
any conversations with show goers who
are presumably going to ask some more
inane questions.

"When's the new 500 BSA going to
get here?"

"About 45 days."

"Is that for sure?"

"Definitely."

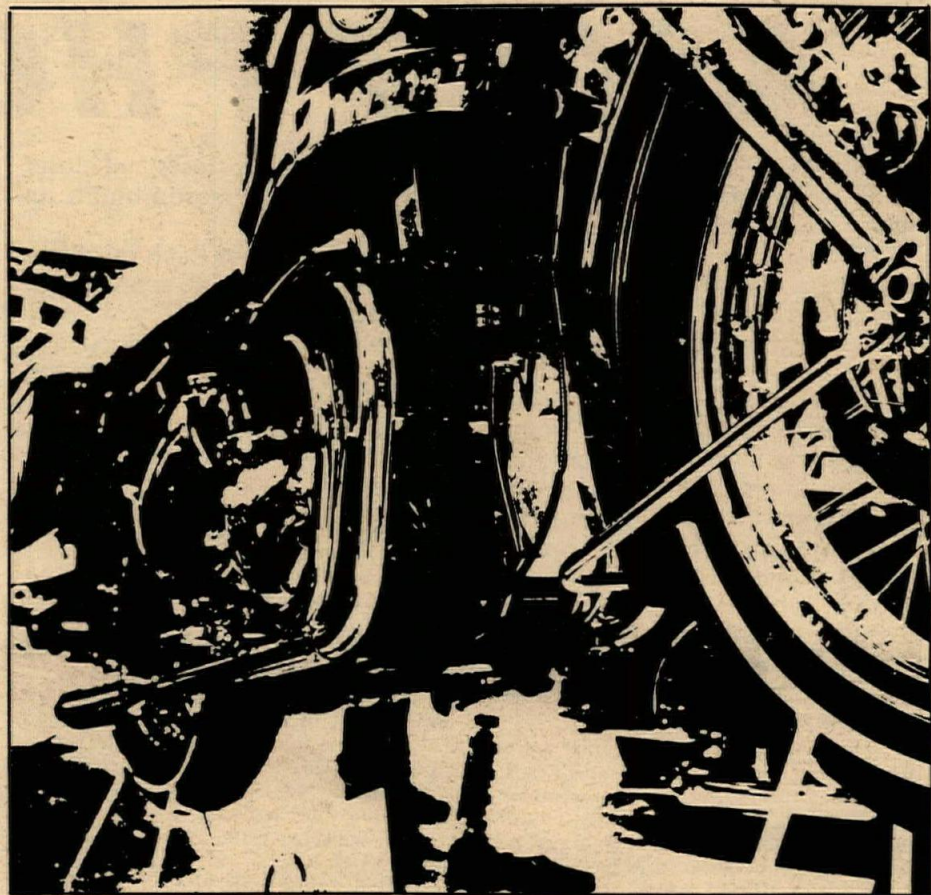
"Who said so?"

"Well I got it from a salesman who
was talking to an airman who was
stationed in Birmingham...."

Some tried to pep up the exhibits

with unusual offerings. In the Norton
display, they had the new production
road racer — a really neat piece of work.
At the Penton exhibit, Ted Penton has
some cutaway models of the improved
Sachs gearboxes and he's explaining how
it works to riders who stop. Most of the
displays are graced by pretty girls in
short skirts, but unlike the big car
shows, these aren't professional models
and hostesses; they're secretaries and
receptionists who are dolled up for the
occasion and oh, so uncomfortable.

Wander outside for a moment and by
gosh there's a full-blown trials course.



They had to improvise for the traps and
obstacles, there being very few
mountains and ravines in the vicinity of
the Coliseum, but logs and steps and
teetertotters and sandboxes make for a
great fun course. "50 cents ladies and
gentlemen, just 2 shiney quarters and
you too can be a hero." And while you
stand first on one foot then the other,

weighing out your life in coffee spoons,
Bob Nichol森 comes along, sights down
the 15-inch diameter log that others
have been jumping, bumps his bike over
the end and rides the length of it. Who
let him in? You go back inside.

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1st Bob Davidson — Penton 125 MX



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April 4, 1971

125cc Ex./Int. Class

1st Mike Garrett — Penton 125 MX

Squares. History of another era when
brooding black hulks of motorcycles
challenged the night with
100-mile-an-hour speeds and
25-mile-an-hour headlights. "Speed
wobble" was the word of the day and
every rider worth the gravel imbedded
in his hide had experienced the
terrifying awful certainty of the speed
wobble. Another kind of history:
Moto-Guzzi's 500cc V-8 motorcycle,
the fastest in the world.

The Sports Arena is a big, circular
building with two levels, but the upper
level is just a ring around the perimeter
of the building. That's where the
motorcycles are. On the bottom level,
on the big disc, there are the cars. That's
where the main action is. All the
customizing that's been done on the
bikes is repeated one hundredfold on
the cars, but there isn't much history to
speak of down there, there's nothing
like the trials course and there aren't
any commercial exhibits like GM and
Ford. Just feast your eyes on candy
apple and chrome and pin stripe. If you
can't get visually stoned on all that,
there's a rock band and light show just
outside the door. They're not terribly
good but they're putting out about a
million watts of acid rock that vibrates
your viscera.

And on the other side of the giant
room, the fuzz and the fire department
are recruiting. You have never seen such
spiffy young officers and they say
"Sir!" even if your hair is down to your
waist and you're wearing love beads.
Such discipline!

All the publications have booths and

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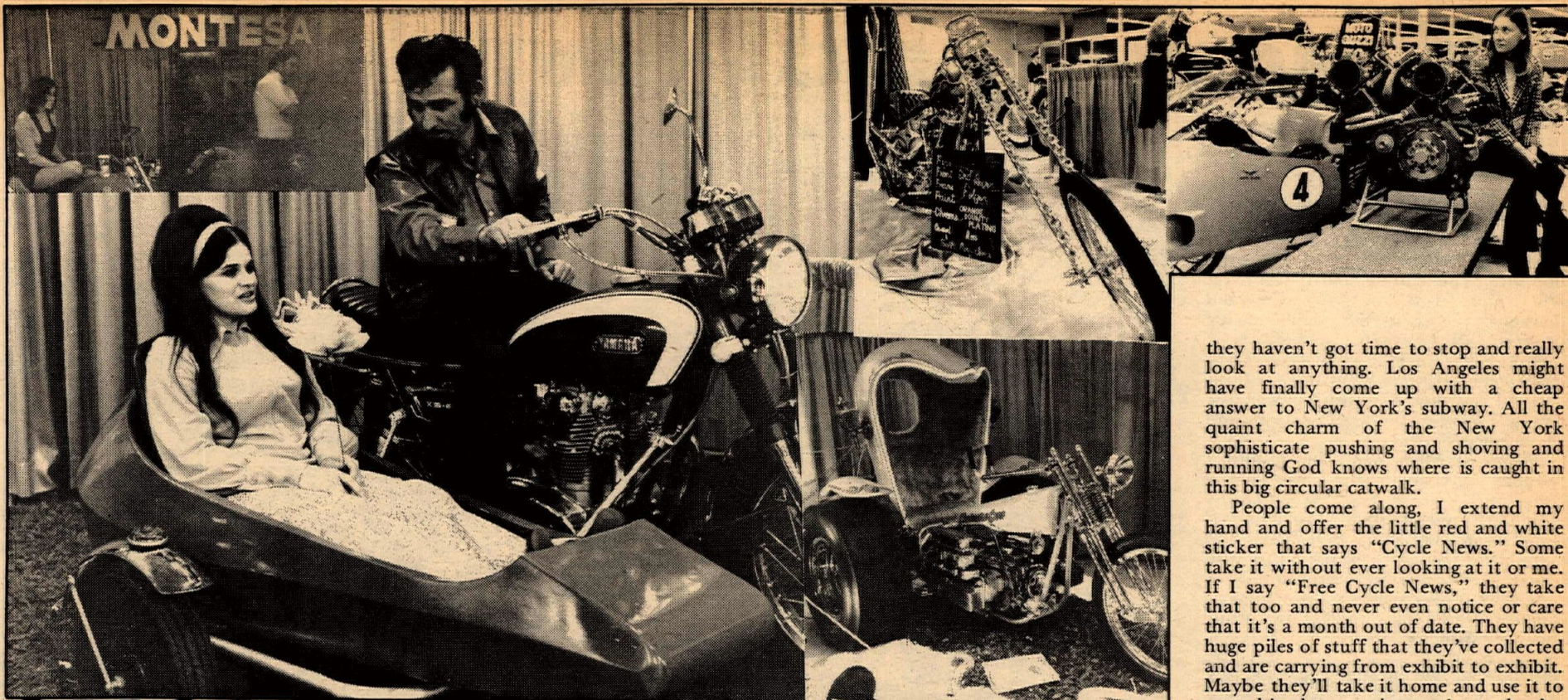
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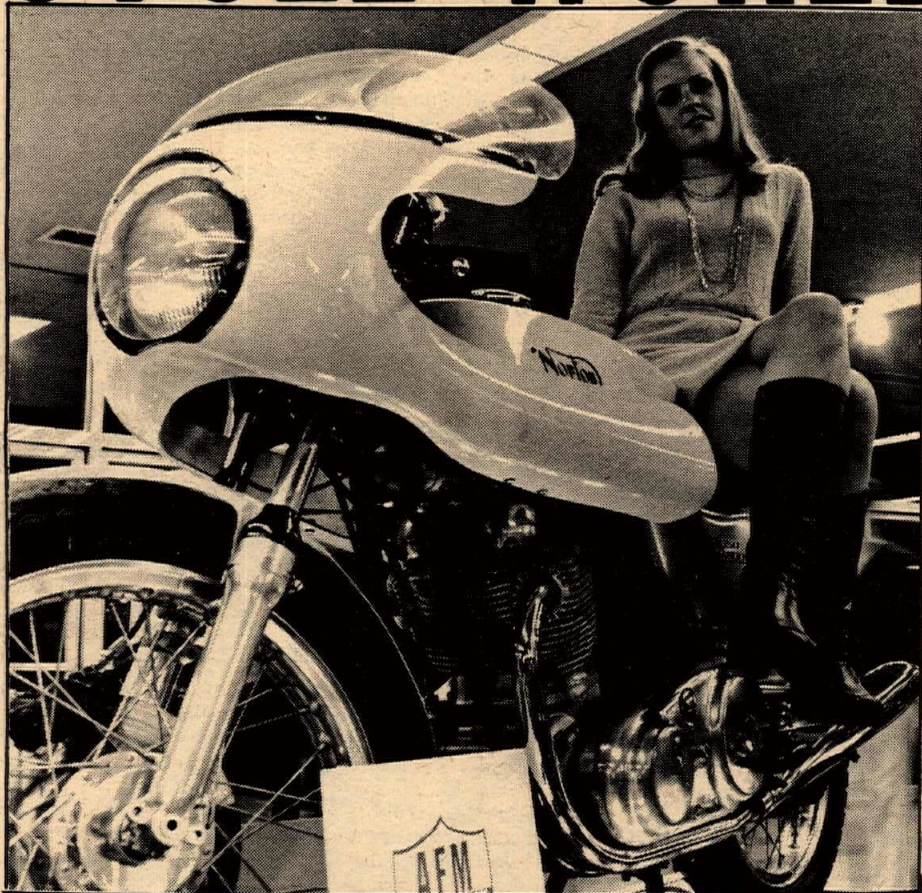
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CYCLE WORLD SHOW



Photos by Chuck Clayton & Ron Schneiders

most of them are giving away old issues. Cycle World, the sponsors of the show, have a display of their books that they're selling. Cycle News is selling subscriptions at discount. I'm supposed to take my turn in the booth and sell some subscriptions, but I'm not a selling type so I just try to give away all the free decals we've got in the booth. The showgoers are funny. They're all hurrying like they want to see absolutely everything there is to see so

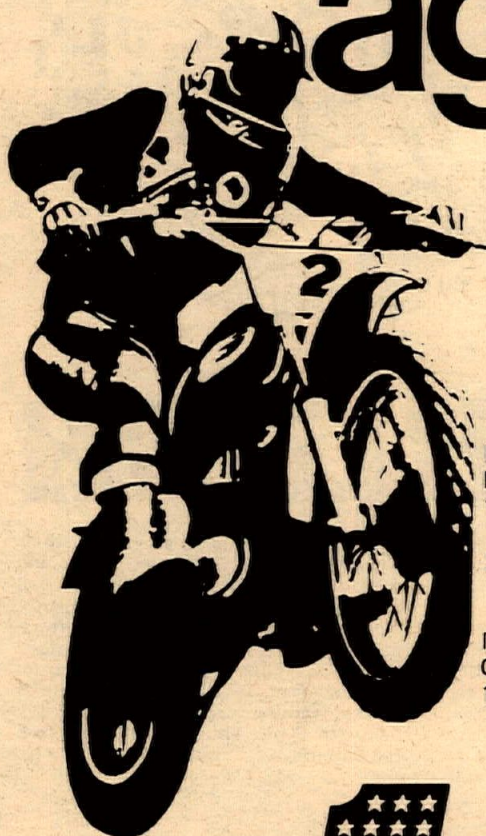
they haven't got time to stop and really look at anything. Los Angeles might have finally come up with a cheap answer to New York's subway. All the quaint charm of the New York sophisticate pushing and shoving and running God knows where is caught in this big circular catwalk.

People come along, I extend my hand and offer the little red and white sticker that says "Cycle News." Some take it without ever looking at it or me. If I say "Free Cycle News," they take that too and never even notice or care that it's a month out of date. They have huge piles of stuff that they've collected and are carrying from exhibit to exhibit. Maybe they'll take it home and use it to rate this show against others they've seen. The Cycle World show receives a 6 lb. 4 oz. rating, improved 7 oz. over last year.

A few people stop, take a sticker, and then ask quizzically, "What should I do with it?" I am prompted to tell them all sorts of things but I usually suggest — deadpan — that they use it to deface a national monument. The kids laugh, the over-thirties give me a cool, suspicious appraisal and pass on.

Soon it is getting near closing time and I leave the booth to take some pictures. The crowd is thinning. People anxious for publicity pose their pretty, protesting girls against their pretty unprotesting merchandise and we do yet another variation on the theme of a million variations, Sex Sells. But it's all in good fun and next year we'll do it all again with another 100,000 people.

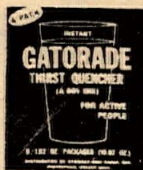
baja wins again!



Invaders Hare Scrambles
March 21, 1971
1st Trailbike (Expert)
Mitch Mayes—Baja 100 (10th overall)
2nd Tom Sawyer—Baja 100 (1st Jr.)
(2 in a row)

March 14, 1971
Chapparel's M.C. Enduro
1st A Trailbike
Dave Ekins—Baja 100

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CMC successfully bucks Viewfinders G.P.

By John Shedd

IRVINE, CAL., April 18, 1971 — With the Viewfinders Grand Prix on the same day, no one thought that the CMC motocross at Saddleback Park would have a big turnout; but it was quite the opposite. The entries soared way over 300 and a total of 14 classes and divisions provided the day's racing program with 42 events.

Top riders such as Tom Rapp, Mark Blackwell, Pat deBenedetti, Chuck Minert, and Jim Wilson passed up the Grand Prix for the CMC action, and they provided plenty of it.

Pat deBenedetti had some problems keeping the chain on his 125cc Penton for several weeks and everytime he would get going he would lose it and sit on the sidelines and watch friend and competitor Bill Urban take the win. This Sunday things were different. Urban blew his engine on Saturday, and Pat solved his chain problem by putting on a new swingarm.



Tom Rapp took top honors in the 250 class.



Chuck Minert holds off the hard pressing Maico of Gary Chaplin.

(Results on page 22)

In all three 125cc Expert motos Pat had to come from behind to take over the lead. Once out in front no one could match his pace. Pat won the first two motos without anyone giving him much of a race, but in the last leg he had a hang-up in the next to the last lap and Jim Beachamp wheeled his DKW into the lead and Pat had to settle for second.

Bob Fisk, who was just recently moved up to Expert status, gave Rapp and Wilson a hard way to go in the 250cc Expert class. Fisk got good starts in each moto, and Rapp and Wilson had

to work to move in front. Rapp bullied his Taco ahead in all three motos to make a clean sweep, and Fisk managed to beat out Wilson for second.

Blackwell won all three of the 500cc Expert motos, but it looked like Chuck Minert was going to win the last one. In the first leg Mark had deBenedetti, Minert and Wilson after his hide, but deBenedetti blew a gear box and Blackwell beat Wilson and Minert for the win.

In the second moto Mark took the lead from Wilson on the second lap and took an easy win.

In the last, Mark got a bad start and it looked like Minert would take the win even if he did have his hands full with Gary Chaplin from Morro Bay, Calif., but Mark took over on the last lap to win.

The Saddleback course had taken on a new look and everyone seemed to like it. The new course criss-crossed over some of the old course, and several high-bermed corners became jumps diagonally across the straights. The wind kept the dust blown away, and the sun never did make up its mind if it should shine or hide behind the clouds.



Mark Blackwell won all three 500cc Sr. motos, but had a hard time doing it.



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Bruce McDougal, 100 Inter. winner, holds off Carl Cotton, 125 Sr. winner, and George Anderson, 3rd in 125 Sr. class.

McDougal suppresses ACA Experts

By Richard Steack
CARLSBAD, CAL., April 18, 1971 — ACA saw a see-saw battle between the 100 Intermediates and 125 Seniors. Bruce McDougal, riding a 90cc Yamaha, took first place in the 100 Intermediate class as well as second overall against 125 Seniors and Intermediates.

McDougal was leading the first moto with Bruce Baron on a 125 Rickman and Carl Cotton on a 125 Bultaco pushing hard. Baron took it when McDougal fell.

In the second moto McDougal was leading again with Cotton second. Baron had a flat tire and dropped to seventh. Midway through the race, Cotton overtook McDougal to win.

Bruce Baron jumped to the lead in the third moto and kept it to the finish.

Cotton and McDougal fought for second with Cotton taking it in the last lap. Cotton took first in the 125 Senior class and Baron took second.

Premier Helmets were awarded to 125 Junior winner Tony Duni (DKW), 250 Junior winner Leonard Mellgren (CZ) and 500 Junior winner Tom Buck (Hus).

Early morning rain had cancelled the race, but the riders lining up at the gate wanted to race despite the muddy conditions. The ACA officials were called back, and by the time the first race finally started at noon, the course was almost dry.

(Results on page 22)



Bud Feldkamp guided his Husky to a 500cc Intermediate win.

HART SNAPS DeSOTO'S WIN STRING



John DeSoto won the 250 Sr. class Thursday night but could only manage second in the 500 races.

By Gary Schmythe
GARDENA, CAL., April 15, 1971 — John DeSoto (C-Z) was able to keep the string alive in the 250 Expert, B race. Baron (Ric) played follow the leader for second and B. Brown (C-Z) held on for third.

The 500 Expert was another matter. Earlier the Hawaiian's rear tire let go, the tube hanging out, casing off the rim. Only the sheer desire to do his thing enabled John to finish his moto. A quick change and the 500's took to the field, not the right combination, and John had to settle for second behind Tim Hart (C-Z). Dave Pessy (Oss) took third.

A squadron of 125 Experts took off the line; in the lead was Bruce Baron

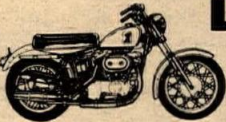
(Ric). In hot pursuit was Bob Hosford (Yam) and guarding the rear of the forward flight was M. Garrett (Pen). After some high flying and low passes — Hosford had Baron in his sights, but was never quite able to do it, Garrett flew home for third.

B. Henderson (Yam), grabbed a half lap lead over B. Brown (Yam) and R. Boozell (DKW) in the 125 Jr. and nobody was able to close it. Brown took second and Boozell third.



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A whole flock of 250 Jr.'s went screaming by, and some four laps later, it was R. Di Donato (Ric) in front. B. Barker in the number two slot and G. Osborne, third, both were Ossa mounted.

Dave Messer (Oss) headed up a field of 250 Int.'s and was able to fight off D. Macormick (Oss) and D. Miles (Mai) for a win here.

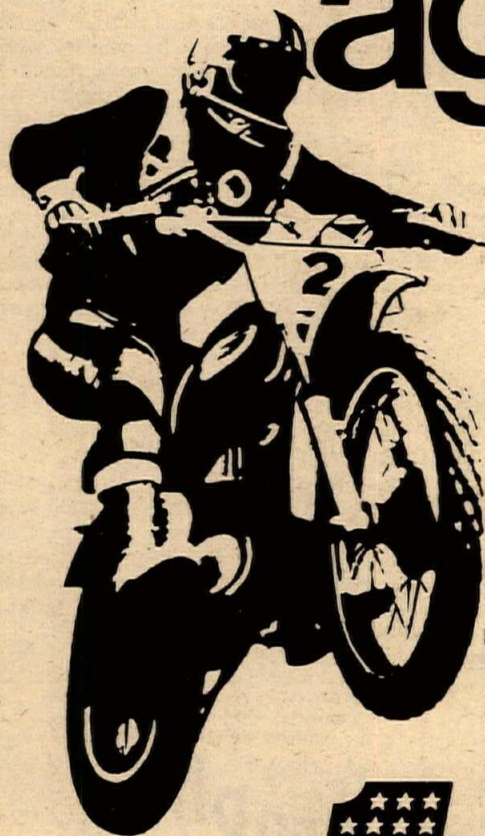
R. Maxey (Yam), 500 Jr., had it all going when with a lap to go, it was J. Harker (C-Z) out in front. B. Lendl (Maico) settled for third.

The Golden Bul's of P. Lunde and Tom Cook put on a real show in the 125 Int. when out of the night came one G. Robertson (C-Z). He overtook Cook, gave chase to Lunde, but time ran out and he settled for number two, Cook third.

D. Carlson's little Yamaha took full command in the 125 Jr.'s, over a pair of Honda mounted charger, T. Metzger and P. Kaitz. An A for effort goes to Metzger for a fine ride and a well earned second; Kaitz a solid third.

(Results on page 22)

baja wins again!



Desert M.C. Hare & Hound-2/28/71
Trailbike Class

1st Randy Milligan-Baja 100 (Ex.)
4th Mike Hayes-Baja 100 1st (Jr.)
5th Jim Summers-Baja 100 (Ex.)



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outperformers

Cycle News North



Ron Landice (16u) holds the fast line ahead of Scott Williams.

Foley, Hlebo Duo Duel

By Bill Spencer
MORGAN HILL, CAL., April 4, 1971 — Opening the regular flat track scrambles season with a flourish, was the Los Gatos M.C. and the largest crowd to ever attend a race at Cycle Hills sprawled on the hillsides in 80 degree weather to watch nearly 400 riders do their thing.

Action centered around the 250 Expert Main as most of the top 20 riders in the district were in attendance to go for the point lead. To make things interesting for the main event, heat race winners were Randy Bailey, Selby Montesa; Jim Foley, National Scrambles Champ on a new Yamaha for Schell Sportcycles; and Mike Renslow on a Sonny Kenyon Racing Bultaco. For those who keep track, that makes three heat races of 250 Experts and the first four went to the main.

After one false start the pack was unleashed and it appeared that Foley had the drag race horsepower, but from the outside came another Yamaha with John Hlebo astride and the race really got under way. Hlebo backed into the first corner and was the first one out and down the hill. Foley closed the very small gap and pressed the rear wheel very closely as they completed the first tour.

Hlebo seemed to get through the back stretch better on the next two laps and held a slim 10 foot lead with Foley still firmly in second and John Gennai, aboard Bob Swanson's Ossa, third, with Renslow holding off Lee Seidel for fourth.

The fourth lap saw Foley close the gap to zero as he began to pressure

Hlebo with low side slides trying to get underneath and out braking maneuvers on the outside of the straightaway. All these tactics were in vain as Hlebo kept up the speed and kept to the groove.

Foley never stopped these actions throughout the race but Hlebo never made a mistake. Results: Hlebo the winner, Foley second and then Gennai, Renslow and Seidel. If this is what one can expect for racing for the rest of the year, it should be another thriller.

Bruce Anderson was the star of the 40 inch mob with a wire to wire win over Bob Boaz and Bill Landsborough. Anderson out powered the pack up the hill and took an early commanding lead while Landsborough worked his way through the pack to challenge Boaz for the second spot.

Boaz rode the fine line and held off Bill but towards the end, the lead that Anderson had built up was considerably diminished. Anderson was the recipient of the Bud Kneass Memorial trophy that will become a part of the Los Gatos clubs awards as requested by his widow.

Henry Sanchez won his first Junior race with a wire to wire victory over Ron Hayano and Pete Francini. Sanchez was hard pressed at the finish by Hayano but held everything in control.

Ron Landice came off a mechanical difficulty to win the 250 Novice affair.

Jack Jensen changed his motocross wheels in for hard stuff and came out the winner in the 500 Expert on his 400 Suzuki. The horsepower is really amazing as he beat a well set up Victor with John Gennai aboard and third went to John Hall who is no slouch on his super Honda.

(Results on page 22)

CIRCLING THE WAGONS

WASHINGTON (UPI) — Director George B. Hartzog of the National Park Service said April 1 that 40 more U.S. Park police officers are being hired to deal with expected disorders involving Indians, motorcycle clubs and young activists. No fooling!

Cycle '71 Lures Northerners

By Bill Spencer
SAN FRANCISCO, CAL., April 11, 1971 — Northern California's annual motorcycle show drew its usual multitude of enthusiasts for the four day period surrounding the Easter Weekend with many unusual highlights.

One such feature is a battery powered motorcycle. Roy Kaylor, an electrical engineer has built a practical model similar to a trail bike that has a four speed transmission and will do

speeds in the range of 40 MPH while running on batteries. He is also attempting to build a bike that will go after the world land speed record for electrically powered motorcycles.

One of the wilder features to view was the Roman Chariot cycle with an Aluminum Buick V8 engine. Sacramento's Ron Ebert whipped up this latest brainchild that is leading novelty creators on the West Coast to no end in the field of innovation.



The Cycle '71 show went from the antique to the weird.

FIRST ENDURO SETS SCORING RECORD

By Jake Singleton
SANTA CRUZ, CAL., April 4, 1971 — Today the Ridge Runners M.C. held their first annual "April Fool's Enduro", using the scoring system outlined in the February 16th issue of Cycle News. Judging from the enthusiastic comments of most of the riders, the run could be called an unqualified success in every way.

This was the Ridge Runners' first enduro, and they required that all machines be street legal. Only 93 entries were received, a relatively low number for a West Coast enduro. Surprisingly, all entries received were from "B" class riders; the Experts stayed away in droves.

With the last rider due in at 3:00 p.m. scoring was completed and all trophies awarded by 4:30. Four people did all the scoring. The only question regarding this scoring system was, "why wasn't it started years ago here on the west coast?" If any other promoting clubs have any questions regarding this simple method of scoring, write the Ridge Runners M.C., P.O. Box 121, E. Santa Cruz, Cal. 95060, and they'll do all they can to help you.

The start/noon check/finish was staged in a large parking lot in Santa Cruz, courtesy of the local Dept. of Parks and Recreation who have always cooperated 100%. Two different loops made a total of 134 miles.

Overall winner and 250cc class winner was Gary Covell of Los Gatos on a Bultaco, with 11 points lost. Joel Eckels of San Luis Obispo won the 125cc class on a Yamaha, and Honda mounted Ron Cash of Santa Cruz was the Open class winner.

(Results on page 22)

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NERSETH COPS CROSS COUNTRY

By Larry Ulrich

BEND, ORE. — Sunday April 4th the Cascade M.C. held a desert cross-country. At 11 a.m. 93 riders jumped on their bikes and headed for the smoke bomb 3 miles away. Keith Nerseth led to the smoke followed by Ken Habeck. Habeck later passed Nerseth only to have Nerseth do the deed to him at the gas check with Keith making a pit stop like an Indy crew. Nerseth then led to the finish line to take the overall win with his Maico in 2½ hours. Fifty-seven starters finished the race.

Fifteen-year-old Randy Limbeck left his 250 Maico motocrosser home and rode a Honda for Powerroll Performance of Bend. He piloted this bored-out 125cc machine to 3rd place overall, a position he held most of the race. Vern McCall came in next on a 250 Yamaha.

The weather was nice, the course was well marked and there were no complaints. Next cross country race is the 2nd annual "High Desert 100" October 24th.

(Results on page 22)

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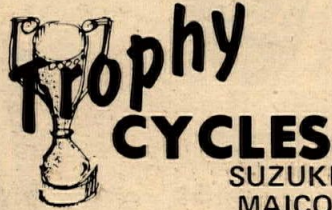
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Chuck Goodrich is one of the more accomplished riders in Dist. 36, being a winner in both scrambles and motocross.

Odom answers national question

Short Track Cut Short

By Bill Spencer

SACRAMENTO, CAL., April 16, 1971 — A very cool evening greeted nearly 1000 spectators at the Capitol Speedway short track opener as 116 Bay Area riders signed up to race the first in a summer long series of short tracks on the 1/4 mile banked oval.

Before the heats were over the threatening skies opened up and dampened everything but the zeal that everyone had for this really great show. This Bob Barkhimer & Harold Murrell promoted event will be classed as one of the finest shows available to the public.

No less than six National numbers were in attendance to check out their short trackers and maybe even pick up a little extra money for the long trip East to continue the National trail. Points leader Jim Odom and second place man, Dick Mann, both won their individual qualifying heats and continued with wins in Heats 1 and 3, respectively. Odom's team mate, Ken Roberts, likewise won his qualifying heat and heat race before the rains came down.

Action will continue each and every Friday night throughout the summer and promoter Barkhimer has scheduled a point fund to be set up in the near future to add to the rider attraction.

(Results on page 22)

SAN JOSE, CAL., April 18, 1971 — Jim Odom proved conclusively that he will be in the running for the AMA National Number One this year as he turned aside more than a dozen National riders today at the series opener of half-mile events at the Santa Clara Fairgrounds.

Mounted on a brand new 650 Yamaha, Odom soundly defeated a star-studded field which included Jim Rice, Dick Mann, Don Castro, Frank Gillespie and Chuck Palmgren.

Although the purse was only \$1200, more than 4000 spectators were drawn to see the races, run like a \$10,000 National.

A complete rundown of how Odom won will appear next week.

RESULTS:

EXPERT MAIN — Jim Odom, Yam; Chuck Palmgren, Yam; Terry Dorsch, Tri; Frank Gillespie, Tri.

JUNIOR MAIN — Randy Scott, Dave Bellina, Ken Roberts.

NOVICE MAIN: Steve Nichols, Bul; Steve Mudd; Pat McCall, Oss; Barry Webb.

SEARS POINT TO REOPEN BY '72

Craig Murray, ex-president of the defunct Sears Point Raceway, announced plans to reopen the Sonoma (Calif.) County facility by 1972 and with him to back up his statements were three well-known motorsports personalities. Selected as Directors and investors of the new group were retired race car driver and now car owner and team manager, Dan Gurney. Indianapolis rookie in 1970 and regular USAC driver George Follmer and all around sports car driver and heir to the Revlon fortune, Peter Revlon.

The operation will start out with weekly motorcycle shows and a regular drag race feature. Plans also include some major racing dates planned on the 2.5-mile road racing track. Gurney expressed a definite interest in obtaining an AMA sanction for a National road race and in creating a super hillclimb such as the Widowmaker, Matterhorn and The Wall. All three racers are avid motorcycle enthusiasts and Gurney confesses to owning "about seven bikes."



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Eagles bring scramblers to the nest

By Bill Spencer

LaGRANGE, CA., April 11, 1971 — Modesto's Westside Eagles' M.C. drew out 286 riders for the first of three scheduled point scrambles leading to a high point trophy. The large turnout of young people hunted for an Easter egg with a special marking entitling the finder to a mini-bike.

Big action of the day centered around the 250 Expert and 500 Expert runs. In the heats, it was Ray Huff who

showed the troops around the short, kidney-shaped track. But the start of the 250 saw Neil McDannald take the lead with Huff, Bill Budde and Mike Renslow right behind. Huff harassed McDannald throughout the entire race but just couldn't budge him. Renslow and Budde tangled with neither falling, but Budde was relegated to fifth.

In the 500 Expert final, it was Young jetting into the lead at the go sign on one of those super 400 Suzukis with Huff again holding down second. Ray tried every trick to get by but the Suzuki had enough horsepower to scoot out of the corners faster than Ray's Yamaha cared to go and so he went home with two seconds for the day.

McDannald's win in the 250 Expert

was accompanied by a second in the 125 Expert Main on a new Montesa model behind Rick Hocking (Bul). His win was also the first win for Montesa in this area in quite some time. For Hocking, it was a hard job as he had taken a heavy spill in the practice runs going across the front jump and had a set of sore ribs.

Phil Anderson jumped into the lead of the 175 Novice Main. He had won his heat and it looked like his bad luck streak had finally run out. Not so, for on the last lap, his motor blew and Jim Woodward took the win.

Bill Budde extended his overall point lead in District No. 36 with a win in the 650 Expert go.

(Results on page 22)

SPRING MUD FLING

By N. A. Williams

PORTLAND, ORE., Apr. 4, 1971 — Spring at last! The birds has sung and the mud is flung. And boy, were we ever glad to have a nice sunshiny Sunday for a race. It's rained every race day this winter. Sixty-nine riders showed up to scramble and for many it was the first time this year. As might be expected there were lots and lots of spills.

Best spill of the day award goes to Jay McClanahan, who, with little fanfare and not even a practice try, neatly executed a one and a half gainer somersault into the fence in the sweeper corner. Although not injured, his stunt did preclude his winning anything in the race.

The winners are as follows:

100cc TROPHY DASH: Rupert Dykstra (Kaw).

"A" MAIN: Don Dodge (Kaw), Rupert Dykstra (Kaw), Jim Curtis (Bul).

"B" MAIN: Rex Rigby (Kaw), Ricky Graves (Kaw).

"C" MAIN: Dennis Reed (Kaw).

200cc TROPHY DASH: Bill Keyser (Pen).

"A" MAIN: Jim Curtis (Bul), Brian Mosley (Yam), Chuck Brown (Yam).

"B" MAIN: Joe McCoy (Bri), Robert House (Yam).

250cc TROPHY DASH: Bob Wright (Bul).

"A" MAIN: Bill Ehrens (Kaw), Bob Wright (Bul), Ricky Graves (Bul).

"B" MAIN: Ron Olson (Kaw), Larry Fotheringill (Yam).

"C" MAIN: Mark Leslie (Suz).

500cc MOTOCROSS: Keith Dunn (Hon), Doc Harmon (Kaw), Jay Lacey (Yam).

OPEN MOTOCROSS: Lance Margeson (Tri), Milt Fridley (Tri), Phil Austin (H-D).

SPEEDWAY GOES NORTH

By John Noffsinger

CHICO, CAL., April 11th, 1971 — Easter at Cycleland Speedway brought a new sound to Northern California. Al Lauer of Auburn, Cal., brought ten new Jawa Speedway bikes to the track. A tryout was held with some thirty-four riders participating, hoping to be picked for future training on these skinny, powerful bikes.

Dave Gifford from New Zealand, who is captain of the Newcastle racing team in England, provided instruction to those practicing here. Dave first showed the correct way to ride one of the fuel-burning machines. Once off the starting line the sound of the engine never varied — wide open. He went through the turns in full-locked style, feet up, and gobbled the straights in the same manner. Dave said Cycleland Speedway is one of the longer tracks in California for this type of racing, being some 1,000 feet around where most tracks are only 650 to 700 feet around.

Mr. Lauer has hopes in promoting races at Cycleland Speedway, Chico, Cal Expo, Sacramento and in Reno, Nevada during the 1971 season. Out of the thirty-four riders here Sunday he picked out eight for further training and tutelage under Mr. Gifford. He does

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New Track for Visalia Ramblers

By Jack Light
VISALIA, CALIF., April 4, 1971 — The Visalia Ramblers M.C. really put everything together for the first T.T. Scrambles race of the season on the Visalia Rodeo Grounds. More than 150 riders were on hand to "give it a go" on the newest track in District 35, a district which is already blessed with seven other fine facilities in the San Joaquin valley and coastal areas. This District is really a Scramblers paradise, with an event every week some place or another.



In some areas this type of racing seems to be on the decline, but not here. At every race the rider and crowd turnout is larger, proving the popularity of this Scrambles style of racing, for both the competition and spectator alike. An estimated 1500 spectators were on hand today to see a full program of eighteen main events, and many preliminary races. Everyone had a great day of racing, and an opportunity to start their summer sun tanning process.

The 125 Experts had a newcomer to contend with, Don Andretta (17 B) on the "Kern-Kart Hodaka." He was right in between Kyle Lessley (Yam), and Curt Lange (Bul) at the finish. The three raced wheel to wheel the entire event and the winner never evident until the checkered flag fell.

The 250 Experts once again put on a real "heart-stopper" with one of the three racing Keener brothers taking first. Jim Keener made his way through the traffic which is no easy task with the talent in this class to win, but Joe Brown (13 F) didn't bring his Yamaha

all the way from Paso Robles to stand idly by. He was after leader Keener all the way. Almost overlooked was a new Expert who ran as leader for a few laps, Tommy Francisco. Tommy had his Montesa off the line first with an excellent start, and he was out for the win, but experience paved the way for Jim and Joe in the final laps. Mike Keener normally up front, had a little trouble and finished back in the pack.

The race of the day, if not for the year, had to be the Open Expert Main.

These riders of this event are unbelievable. They must be seen to be believed. Tim Thomas (49) had his BSA out in front right at the start, with Jim McCracken (3) Triumph-Rickman, and Carroll Jackson (1) Triumph, following on his wheel. This is the way they raced throughout the event, the lead changing at least once every lap. Linus' security blanket would have covered them all. This is a lot of machinery to be that close for so long, but these Experts have bunches of skill and talent. To add to the thrills, Alan Haydon (6) and Darrell McCaulley (2) had their BSA bikes in contention, waiting for the breaks that often take place. Today was Jackson's

day at the finish, with Tim Thomas and Jim McCracken following. These three crossed the line laughing, the race was a real fun thing for them, they gave their all, going all out. McCracken was heard to say "That was some race!" and it most certainly was....

(Results on page 22)

APRIL FOOLER FOOLED

By Kevin Hill
MONROE, WASHINGTON, April 4, 1971 — What started as an April Fool's joke on the Bothell Stump-Jumpers turned out a blessing in disguise for those hundred or so riders who took part in the motocross. The club had not planned on putting on this race. But some prankster spread the word that a race was on and, rather than have a few hundred people show up to find they'd been tricked, the Stump-Jumpers decided, on Thursday, to go ahead.

With the higher speeds attained on the dry (unlimited traction) surface, Rick McCaffery ran completely away with the 125 class showing fine form on his fast DKW, winning every moto with apparent ease.

A multitude of 250's were divided by an elimination heat into A and B divisions. Dominating the B's was Richard Giboney on a very healthy sounding AJS. He led each moto by a wide margin to take the win.

Perhaps the most exciting action was seen in the 250 A division where a real battle developed between Greg Heitman (CZ) and Mike Welland. These two were fighting for the lead in each moto at least part of the time. Greg pressed hard to pass Mike's Maico and take the win in the first moto while both were pursued by Gordy Ochs on a Bultaco. The second and third motos were more of the same as Greg showed excellent form to take the first place trophy. Mike lost his clear shot at a second place trinket when he tried some mid-air gymnastics over the bar, leaving the way clear for Gordy Ochs to slip by. This gave Ochs

TRIALS SCENE NORTH

By Lyn Lyon

The San Jose, Sacramento and Redwood City chapters of the Pacific International Trials Society have voted to require both mufflers and spark arresters at all of their events beginning with the Loon Lake Trial on the 4th of July weekend.

The primary reason behind this move is simply politics. Noise does annoy and the public does fear motorcycle-ignited fires.

Although northern California riders have not yet suffered the massive land closures faced in the south and in fact have relatively good relations with most agencies controlling land use, the danger of closure exists due to increasing population densities and the increasing militancy of some conservation groups. The membership of PITS feels that these closures can be avoided and new areas opened only through the collective and responsible actions of organized motorcyclists.

Beginning Jan. 1, 1972, the Sacramento and San Jose chapters will also require trials tires for all competitors in the Expert, Amateur and A Novice classes. This rule will be in effect only in events sponsored by these two chapters and is being imposed for both ecological reasons and to bring the rules of the sport in line with those in England. To quote from Sammy Miller "International trials tire treads should be made compulsory in America as soon as possible to come in line with Europe. This will help riders coming to the Scottish Six Day Trial or any European event and they will have less of a handicap."

Two events of special interest are being held in the coming month. A two-day Trial will be held the weekend of April 24/25 in the Knoxville area near Lake Berriessa, Calif. and the East Coast Trials champion will challenge west coast riders on May 9 at the Harris Ranch near Hollister, Calif.

second overall.

Fred Sessions, on a brand new Suzuki, demonstrated the awesome potential of his new 400cc machine by roaring into the first turn near the head of the pack of Open machines in each moto. Fred is 42 years old and the leader of a clan of racing Sessions. However, in spite of the tremendous power of his new bike he only managed a fifth overall. The real tiger in this class was Larry Wescott on a big Maico. Larry pulled off a clean sweep, leading every moto most of the way. Doug Munson brought his 400 Husky home in second place over Larry Chadwick, CZ mounted.

All things considered, this was an excellent motocross and the Bothell Stump Jumpers deserve a round of applause for their efforts at putting it all together in such short notice.

(Results on page 22)

TRACY HARE SCRAMBLES

LIVERMORE, CALIF., April 4, 1971 — Hare Scrambles were held today by Tracy M.C. and they had 125 riders sign up to ride the Carnegie Cycle Park course. It was a good one with an elevation change of 700 feet and 5 miles to a lap. The first half of the course was very fast with long uphill climbs and long downhill descents. It finally leveled out on top of Carnegie Ridge at the half-lap point and then turned back down the canyon and was a mixture of narrow trails and fire roads back to the Start-Finish area.

The race was scheduled for 10 laps but Novice rider Bob Wall from Stockton crashed heavily up by the mine shaft one mile from Start-Finish and had to be carried out. The race was stopped on lap No. 8 so the ambulance could get to the injured rider. After the race was over Bob Wall was seen walking around talking to the other riders, hurting some and glad that he didn't have to ride far in the ambulance.

(Results on page 22)

HOOD NIPS LEAVITT IN TRIALS

By Lyn Lyon

YOU BET AREA, COLFAX, CAL., April 4, 1971 — Beautiful weather and rugged rock sections set the stage for a fantastic duel between Richard Hood and Lane Leavitt at the second annual You Bet Trial held by the Sacramento chapter of PITS.

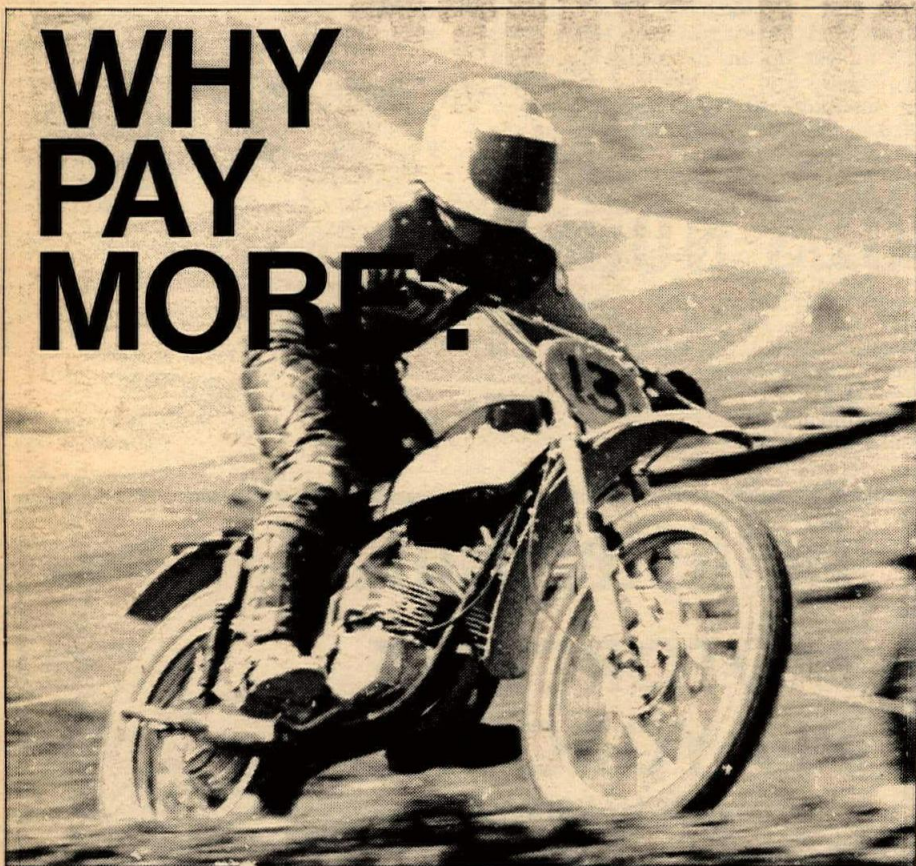
Hood and Leavitt were tied with only 15 points and Leavitt was ahead on cleans at the end of 3 laps of the 10-section course. But the contest was decided on the extra Amateur-Expert sections.

The first Amateur-Expert section was a ride up a rock creek bed with a turn up a 2-foot bank, a turn around a fallen log, a cross-camber climb around the other end of the log and a cross-camber drop back into the rocks of the creek. It was a very difficult and changeable section but Hood had a one, two and clean while Leavitt lost nine points and the trial.

The Trial was held on private property and thanks should go to the property owners for allowing their land to be used and to the 66 riders and their families and friends who showed that motorcyclists can and will leave an area as clean or cleaner than they found it.

RESULTS: Expert: 1. Richard Hood, 2. Lane Leavitt, 3. D. Belvoir. Amateur: 1. B. Bertucci, 2. D. Qualls, 3. R. Proctor. A Novice: 1. M. Yarborough, 2. B. Savarino, 3. J. Karr, 4. K. Wilson. B Novice: 1. C. Roles. C Novice: 1. J. Stadel.

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Dusty Motocross Chokes CMA

By Larry Knop
Photos by G. Gary Payne
SALT LAKE CITY, UTAH, April 3, 1971 — The Continental Motocross Association almost blew one of their more successful motocrosses Saturday.

The problem was dust. This was CMA's first race on their new land. The ground was moist an inch under the surface on race day, but the top inch was dry and quickly turned to dust. Fortunately, there was a strong wind all day and except for the starts the dust wasn't too bad.

The course itself was intimidating. There were several big jumps which would shorten you by an inch if you consistently hit them flat out. The top half of the course was rocky with a number of tight, slippery corners. Large loose rocks strongly discouraged any off-the-course excursions. A few practice laps generally got riders over their fears though, and by race time most riders actually were enjoying the course.

Once racing started, it was no holds barred. There was close racing in all the

SEASON KICKOFF NEARS

The Eastside M.C. of San Jose will hold its first event of the season on April 25, 1971 at the Alviso speedway in Alviso. Their first event was cancelled due to heavy rains and muddy track conditions but the heavy equipment operation of Bill Budde, a 650 Expert rider, saved the race and the Fremont Fames ran it.

All classes of bikes will be run with sign-up from 9-11 a.m. and first race at noon. Price of admission will be \$2.50 to ride or spectate. Riders expected for this scrambles are John Gennai, Mike Renslow and Jim Foley. Their duels in the 250 Expert events have made scrambles racing a legend in the North.

ROAD RUN FUN FOR FUND

On May 29 and 30 a group of motorcyclists who have no club affiliations is holding the 3rd annual Invitational Motorcycle Tour to the friendly little town of McFarland, Calif. The Central Calif. foothill town is a wonderful place to ride to and bikers are really welcomed by the citizens.

All proceeds from the run go to the Chuck Mayes Scholarship Fund, named in honor of the Chief of Police of McFarland, an avid motorcyclist. Last year a \$500 scholarship was presented to a young lady of the town, who is now attending Bakersfield College.

Prizes and awards will be given to lucky participants. To sign up, write for invitations to Darrell A. Steen, 13442 S. New Hampshire Ave., Gardena, Calif. 90247 or call (213) 327-4375.

MOTOCROSS SCHOOL CHANGE

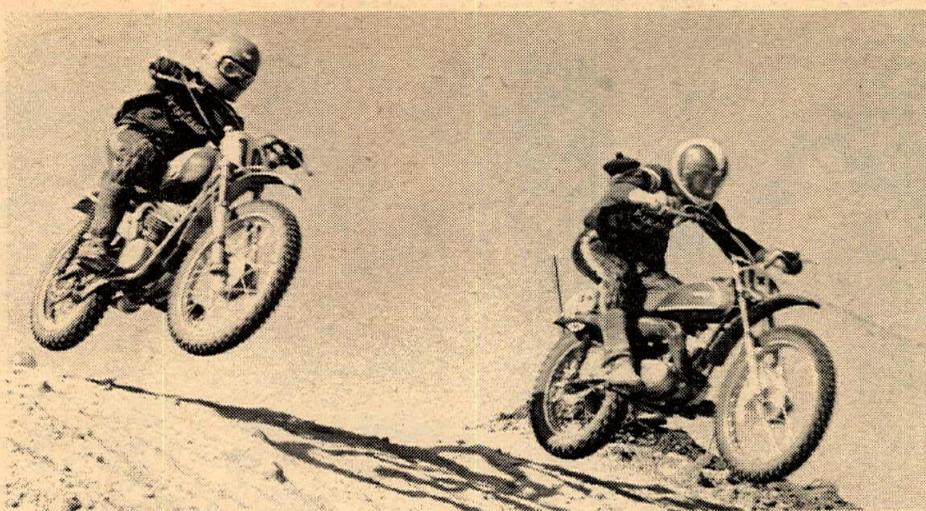
The motocross school scheduled for May 1 at Hollister, Calif., by CZ teammates John DeSoto and Tim Hart has been cancelled and in their place will be a similar school conducted by Bob Grossi and Russ Darnell.

The reason for the change is that the weekend events will have all proceeds going to the AMXT. DeSoto and Hart will compete Sunday as planned.

NEW CYCLE PARK OPEN

BRANSCOMB, CAL., April 4, 1971 — Jay Stradley (Open), Brian Lee (250), Jim Moffat (125) and Frank Standley (100) became the first trophy winners at the all-new Your Cycle Park's motocross track.

Still under construction, the park officials finishing plans included a staging area for horse shows and play-days. The park is for rent to clubs or individuals and daily practice riding for \$2 is also available.



classes, but the difference in styles was unreal. In the morning, Novices would fly into a corner, lock up the brakes, stop, get off their bikes and wrestle them onto the new line, then accelerate madly for the next corner. In the afternoon, the Experts pretended the corner wasn't there. They didn't slow down for anything.

In one of the best races of the day, 125cc Experts Warren Spencer and Peter Crandall duelled side by side every lap for three motos. Warren was ahead

twice when it counted however, and so he took first overall. A little of Warren's glory was dimmed however by some klutz of a spectator who threw his empty six-packs onto the course at the bottom of the "bomb crater." One of the cans jammed up Pete's rear brake, costing him precious seconds in the decisive 3rd moto.

In the 200 Expert class, youth tried to be disrespectful to age, but they really had to work at it. Keith Pearson started out very, very strong, and until

he tired he was the class of the class. At the end it was Kevin Croft in first, followed by Mike Pearson and Ted Cooley.

The 250 Experts were a weird bunch again this race, with riders going like gangbusters one moto and barely able to sit on their bikes without falling over the next. Jon Henry was the only rider who was at all consistent, as he parlayed his 1-2-2 finishes into first overall. Cal Crosby had a 4-7-1 record to take second with Steve Burgess, 2-5-3, in third.

The Open Expert race was a real brawl. Don Fuller ran around, over, and through the rest of the riders to win the first moto, but lunched his engine in the second round. Overall it was Frank Myers in first, followed by Preston Gerber and a much improved Dennis Packard.

In Novice competition Sterling Herstad rode to a first in the 125 class; the first race ever for him. Bruce Sterdman topped the 100 class and Gary Show dominated the 200. The wild 250 group was defeated by Charley Killian and Clarence Pollard led the Open and three motos.

CMA has promised a much different course and less dust for their next race May 9th. It ought to be a good one. (Results on page 22)

Cycle Swap-O-Rama News friday April 30th

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Reservations will be accepted at the door beginning at Noon, April 30th, on a space-available basis. The 2nd Cycle Swap-O-Rama will be held in the New Products Pavilion Building of the Orange County Fairgrounds Friday, April 30th with doors open to the public from 4 to midnight. Presented in conjunction with the opening of the 1971 Speedway Racing season.

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CLEMENTS WAILS AT VIEWFINDERS' G.P.

By Dave Swift

VALENCIA, CALIF., April 17-18, 1971 — Billy Clements gave his budding career a healthy boost today as he soundly beat some of California's finest riders at the Fourth Annual Viewfinders Grand Prix at Indian Dunes.

Clements got a fine start as the pack fled to the first part of the course, the motocross section. Not surprisingly, John DeSoto led the field with Jimmy Dawson and Clements threatening. The incredible Hawaiian bolted from the pack as they hit the series of sandwashes, flying over the hoops towards the first check. As they headed for the second check, DeSoto appeared to have either unloaded or drowned out in one of the many water crossings. Clements made a move to get around the new leader Dawson at the top of the hill before Check 3 and promptly fell off. After the first 6-mile loop Jimmy Dawson was 'way out front, followed by a quickly-recovered Clements, desert star Whitey Martino, Ajay ace Doug Grant, and Bill Walters. John Rice moved from a poor start to the sixth spot in one lap.

As the 45-minute contest wore on, few changes took place in the front ranks. DeSoto made a brief appearance after spending a couple of minutes in the pits. He screamed onto the course and passed about a dozen riders in a minute of riding before he crossed up on a hairpin. Frustrated, John let his arms hang limp for a while, straddling his CZ which was facing the wrong direction.

Clements finally undid his earlier boo-boo and struck once more at the Dawson's fine-running Yamaha, this time with success. Battle-weary, Dawson lost some of his pace but remained strong enough for second place. Grant finished a close third after a flawless ride. Rice continued to battle Martino to the wire with John-R's motocross experience proving more valuable than Whitey's desert doings. Interestingly, each rider is Number One in his respective field.

Bill Payne, Gene Cannady, and Rich Thorwaldson were sixth, seventh and eighth and each of them were riding one of those spiffy new Suzuki 400s.

Gary Jones won the 250 Expert race Saturday with a flat front tire. Jones jumped into the lead with his Cheney Yamaha and the only person to hassle him was Grant. "He kept on bumping into me out there," said Gary, pointing off into the trees. "I think he wanted to pass me." Jones built a lead to write home about after Grant fell, leaving the second spot to Gary's brothers, DeWayne. He ran out of gas about a quarter mile from the checkered so second went to Grant, after all.

John Rice took the 101-200 Expert round but Preston Petty made him work for it. "I've never seen John try so hard in my life!" exclaimed a knowledgeable fan. After John-R powered his Puch past Petty for the lead, it is reported that the amazing Preston actually fell off and couldn't complete the race. Dawson had another one of his quick Yamahas on the track to make second place, followed by Ken Buckspan on a Bultaco.

The sidehacks rode the same course as the two-wheelers but the effect wasn't quite the same. There was hardly enough passing room over most of the circuit and the sandy hoops and steep hills made lap times very slow, but they loved it! The Ralph Whitney/George Whitney team led from wire to wire but it was not an easy win. John Palfreyman and Marvin Tomlinson were within striking distance the whole time but never could pull off a coup. On the final lap, after both parties had lapped just about everybody else. Palfreyman came bombing downhill, raising some hair in the process, leaped his Wasp into the stream and drew a bead on the Whitney's. They must have been

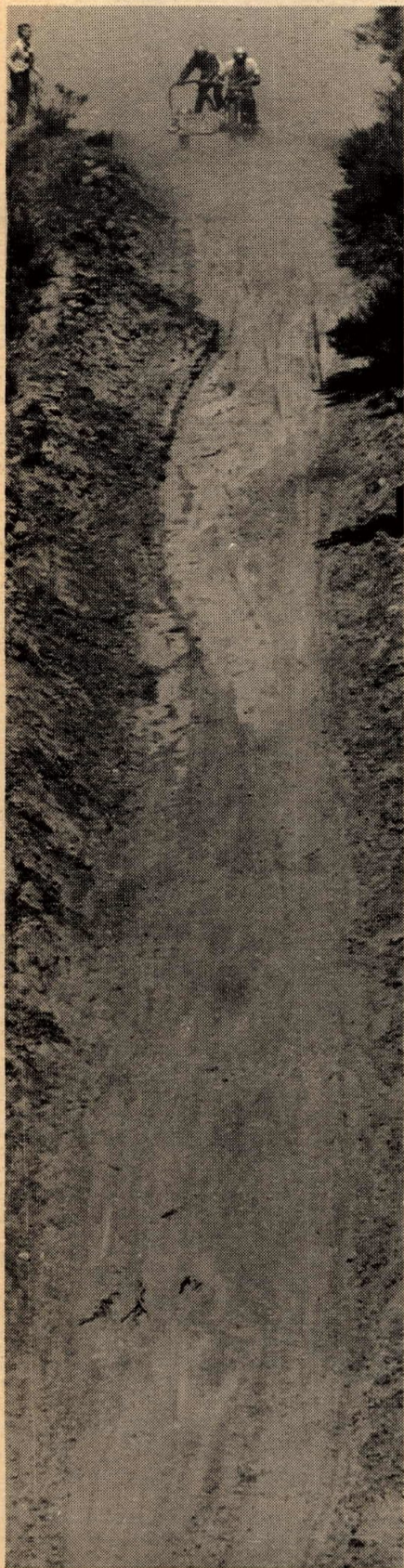
sandbagging, though, because Ralph screwed on some throttle and blasted across the final sandwash in record time.

The Powder Puffers had a good time. After a clean start Janene Pennington moved to the front where she was to stay for the balance of the race. Jan Ditson of the Desert Daisies got close enough to pass several times but her Hodaka just didn't have the beans that Janene's 125 Yamaha did. Sharon Wilson has been putting in some good rides lately and today she moved from the back of the pack to take third.

Top 500 Amateur was Wayne Garrett on a Yamaha. He and Warren Burrell diced for a lap or two until Garrett quit fooling around. A minute and a half

passed before Burrell took the checkered and it was another long wait before Marshall Jennings crossed. Hot 500 Novice Jeff Robertson dropped the expansion chamber off his new Suzuki but went on to take second behind Ron Dugan.

A classic drama prevailed for a few moments during the Open Combined contest as a new 501 Maico piloted by a number 22 (not listed in program) punched it out with the ol' reliable 40-inch Triumph of Ron Jones. Tradition was the winner after the Maico pulled a huge lead and quit running. Jones won over the rest of the pack with at least a three mile gap between he and the next rider, Mickey



Bill Clements...all he did was win.



In a picturesque setting, Doug Grant's AJS leaves its trail.

Alzola. Both are Juniors. The next one across the line was the first Expert, Doyle Fields. John Calver, on a Rickman, was the first of among a handful of Novices.

The smallest field belonged to the 350 Combined with a mere ten riders to make up three classes. Veteran desert dude George Walker led it from the very beginning and the rest of the pack spread out for ten miles behind him. As George, an Expert, entered the final stretch of sandwash, his dern bike quit. A half-dozen spectators helped him push it to the finish line but Richard Marquis had enough time to beat him there. Later on, John Wright became the first Novice to finish.

Other winners include Tom Zahntner, who clashed with Jeff Wright and Terry Clark in the 100 Junior/Expert bash. Clark fell down, or was knocked down, several times to finish behind the always-fast Wright. In the 101-200 Junior/Expert race Clark fell hard and broke his wrist. He ought to be back in a month or two.

Rider approval of the course was unanimous. Out of dozens interviewed, nary a single discouraging word was heard. The entire race was organized to perfection. Rescue 3 was on hand with their usual goodness, forever combing the reservation for wayward bodies and machines.

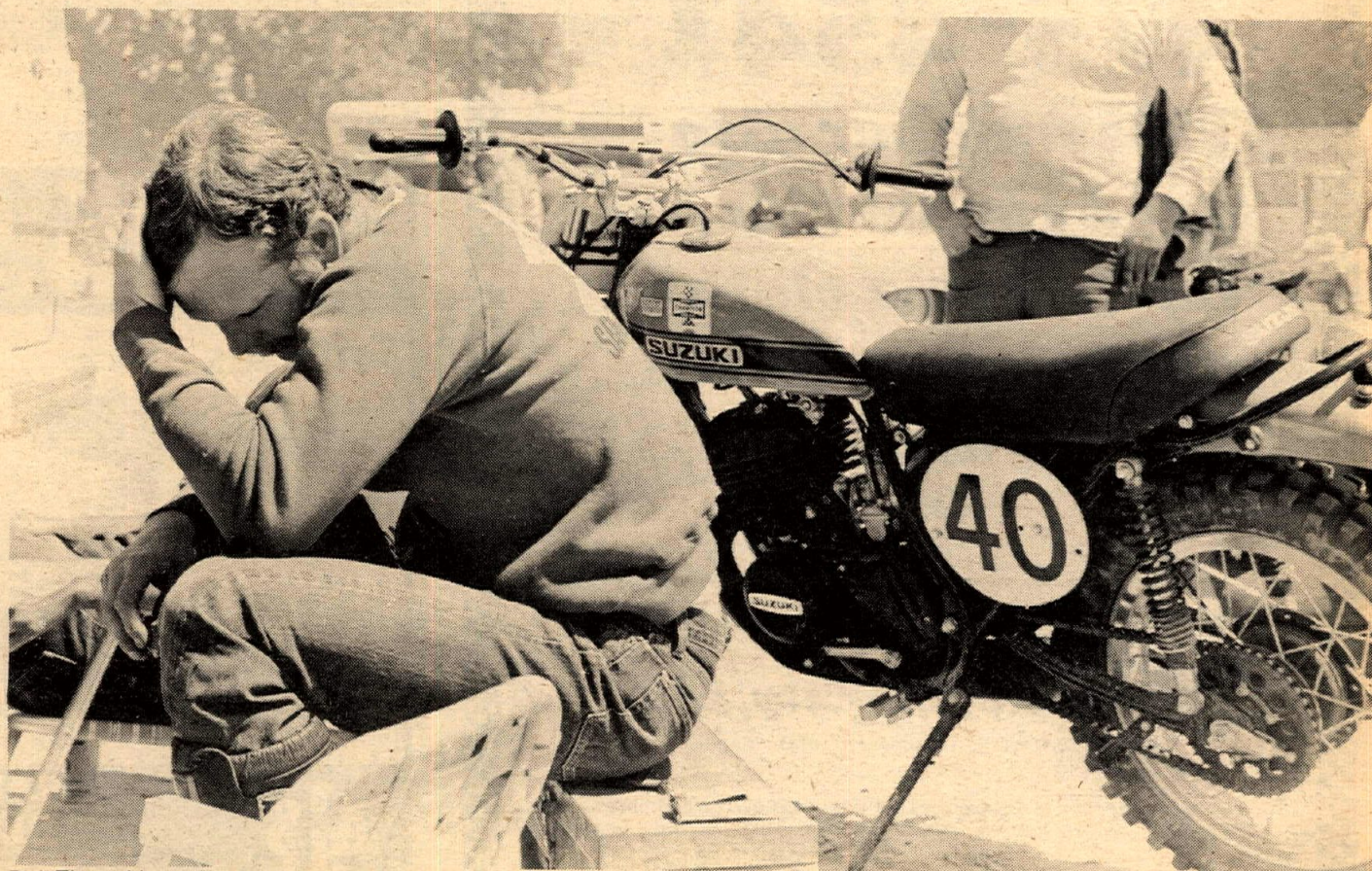
Special thanks go to Judy Alexander. It takes a good deal of tolerance to operate under the pressure of a Grand Prix, whether you're racing, hosting, or taking results. Mrs. Alexander supplied me with as much of the results as possible as soon as the race was over, truly a phenomenal feat.

The final race of the day allowed the Viewfinders to get their competitive rocks off after they spent 48 hours being motorcycle cops. Randy Burak, decked in his famous gorilla helmet, won the three-lapper in the final moments. He was probably the only one who didn't cut the course, too. J.N. Roberts is a Viewfinder, incidentally, but wasn't there.

(Results on page 22)



Gary Jones and his Yamaha.



Rick Thorwaldson takes a breather.

Trojan terrors

By Art Loya
Photo by Eddie Smith

SOUTH GATE, CAL., April 16, 1971 — Motorcycle racing fans who have been concerned of late about getting the most out of their racing dollar were not let down tonight at Trojan Speedway as five different riders hared the winner's circle in the TT and flat track motorcycle racing speedfest at the South Gate fifth-mile oval.

A small, but highly enthusiastic, crowd who turned out under threatening skies were treated to some wild racing by the Trojan Renegades Club riders, and despite a steady drizzle of rain from the time the semi-main events were started, not one of the fans were seen to leave their seats before the final main event was completed.

Larry Shaw, who has made his mark in speedway racing circles, gunned his Fullerton Harley-Davidson sponsored speedster to a third consecutive victory in the 250 F.T. main. Shaw, getting off to a slow start and trailing fourth going into the first corner, found the racing groove high on the track made extremely slippery by the increased sprinkle while his opposition battled the elements and track condition, but all in vain. Mastering his H-D around the rim of the oval, and showing skill of a seasoned veteran, the Fullerton ace picked off his rivals one-by-one to take the checkered ahead of John Vanderveest (C-Z) and Warren Tackett, Bultaco mounted.

Dale Hopkins, 18-year-old 125 TT and F.T. Trojan champion, showed the field the tail-end of his Steve's Bultaco in his romp to a well deserved win in the 250 TT main event. Hopkins was chased across the finish line by Rick Goade (Bul) and Jerry Kole (Bul) in a race that was considered wide open until the checkered flag was dropped. Two restarts were in order before action became official as the tricky surface claimed its share of fallen riders.

Kawasaki mounted Bob Sanders was the only rider to chalk up double main event wins by out-dueling Steve Okuda

(Kaw). The two riders exchanged the lead in the 100 TT main. He then bounced right back to out-jump the field (and starter Bob Schoeman), in the 125 TT main and win it over Bruce Nordstrom (Yam) and John Doyon (Yam). In both wins, Sanders displayed his winning form that carried him to the 1970 100 TT and F.T. championship.

Taking the lead in the 100 TT, Sanders was hard pressed by an inspired Okuda who somehow closed the gap on Sanders by the second lap and started his probe for an opening as he challenged the champion at every turn. Out-maneuvering Sanders as they headed into the second corner, Okuda edged ahead of Sanders but was unable to hold his advantage when Sanders came out ahead going into the jump.

Tom Doty, who found the wet surface much to his dislike after spilling twice in other events, finally found the right formula in the 100 F.T. main as the "little package of dynamite" on his controversial Honda, scored a major win over last week's triple winner, Mark Revels (Kaw).

Doyon (Yam), a rider who can always be counted on for a tough race, came out on top in the 125 F.T. main that saw riders see-saw in their quest for a top position.

The trophy dash events were cancelled due to an untraceable surface.

(Results on page 22)

GAS TANK MEASURING DEVICE

At all future Road Race National Championships, the AMA will supply an official gas container measuring 6.2 gallons. This container will be the official measuring device to verify gas tanks. It will be available for riders to use before the race. There will be no allowance given for any reason, be it temperature or any other. If a gas tank holds more than the approved container it will be disallowed.

It will be the riders responsibility to check his own tank prior to the race.



GUEST EDITORIAL

Off-road clubs beware

By Joe Kiggins,

Valley Observed Trials Enthusiasts announced the relocation of the A.T.A. Points Trials which were to be held April 18 at Frazier Mountain Park in Los Padres National Forest. It was moved on the eleventh hour to Saddleback Park.

Due to new requirements established by the Forest rangers, it is now virtually impossible for any club such as V.O.T.E. to hold a competitive event in the Los Padres National Forest.

The Forestry Service was contacted by V.O.T.E. members on February 23rd for permission to use the forest for an observed trials. The project was outlined to them at a meeting.

On March 12, V.O.T.E. received a letter from an official of the Forestry Service advising the club of the areas available and restricting them to those areas. No unusual restrictions were cited or discussed in either the meeting or the letter.

On March 22nd members of the competition committee visited the area with the Resources Forester to start spotting sections. At this point the Resources Forester showed how resourceful the Forestry Service can be.

Instead of the nine conditions involving spark arresters, sanitation facilities, campfires, water pollution etc., which were all that were required as late as last November, the club members were presented with thirty-three conditions, among which was a \$300

performance bond to insure that all conditions were met.

The toughest condition, however, was a \$200,000 accidental death public liability policy. The price tag was \$1,000 for one day. Remember, this is for a Trials.

Bear in mind these restrictions apply to any group of ten or more who wish a permit to use the National Forests for the operation of motor vehicles.

State officials are powerless in this matter. Your Congressman is probably unaware of it. The Parks and Recreation people are indifferent to it. Organized off-road vehicle recreation is excluded from the forest by these conditions.

It is interesting to note that the Forestry Service is currently holding meetings purportedly to solve problems of vehicular use of the forests and at the same time they have their legal staff busy eliminating the problem. Insidious as their tactics may be, they are effective.

In my opinion, this action constitutes a case of discrimination. It is directed at a minority element of society as squarely as poll taxes or literacy tests for voters.

If we learned nothing else, we can be sure that when "Smoky the Bear" hibernates, he doesn't waste his time sleeping.

Protest this matter to your Congressman in Washington. This is a federal requirement initiated by the Department of Agriculture.

Honda 4 wins hillclimb

By Shirley Knop

BRIGHAM CITY, UTAH, April 11, 1971 — The Klunker Club's annual Easter hillclimb was a tough one. Although the hill was just 230 feet high, and relatively smooth, only the Open and Exhibition class bikes were able to top it. Dennis Spencer took the Exhibition class, climbing the hill in 7.7 seconds. Spencer didn't do quite so well in the Open class, however, where Craig Williams won on his Honda Four, which happens to be complete with disc brake and electric starter. Craig came back in the Exhibition class with chains, but couldn't top Spencer's time.

The smaller bikes had more trouble. The winner of the 200 class, Kevin Croft, just managed to force his Yamaha up to the 99 foot mark.

(Results on page 22)

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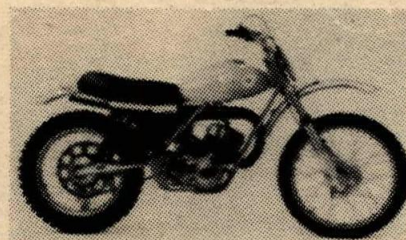
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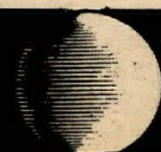


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**HANDLES
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QUIETER**



Houston's Crash Bash

By Janet West

HOUSTON, TEX., April 4, 1971 — Bob Graham wasn't very sociable with fellow 250cc Experts competing in today's motocross races at Cyclesports Park. In fact, during each running of the class's three motos, Graham pushed his AJS into a lead and ran away from everyone.

Even Fred Hanna (CZ), who can usually tag along with anybody, found himself rejected by the "out of sight" Graham in the third moto.

But, as these two sped about the course separated from the rest of the pack, a very tight battle was building to a head in a fight for third between Bob Hanna (CZ), Jake DeBoe (CZ) and Robbie Esterlein (Hus).

The trio were tied after two motos which meant for all-out, no-stop riding in the final go. And, when riders get serious like this, accidents become

probable.

After the start Hanna held the advantage with Esterlein a mere front wheel ahead of DeBoe who took a jump, overshot and came down on Esterlein, jarring both but neither went down. The incident allowed DeBoe to edge slightly ahead and begin closing in on Hanna.

When DeBoe found an opening and attempted to pass, another crash occurred, this time knocking DeBoe off and completely out of the race.

With DeBoe out, Esterlein again held fourth and tried desperately to catch Hanna. He got close several times, but the race had been decided and Hanna took third.

As if the 250cc Experts had set the example, the remaining classes began to follow suit — crashes and still more crashes.

One of the more spectacular came during the Open Intermediates second moto when Ben Goodwin on a Yamaha collided with Bobby Wilson (CZ) in the first sandy turn, putting Wilson out for the day with machine repairs required. Neither rider was hurt and Goodwin continued to race and managed to place in the final show.

Then came the Open Experts, and this was a disaster. A CZ came off the line a little too strong, wheeled down the start, hit a bump and was lofted about 30 feet straight up. Bob Graham spied the airborne machine just in time to swerve aside before the machine came down on him.

During the excitement, the riders were trying to avoid the crashing machinery which resulted in two more riders going down. When the dust cleared, Mike Calbreath found a Greeves attached to the rear of his Maico and Mike Murski found himself on the dirt looking for his lost bike. Both were able to continue but very far behind.

The only person who didn't see the spectacular was Robi Holbert, setting a blistering pace in the lead. He never knew about it until someone told him. Graham, after avoiding the disaster, went on to take second.

And, after all the spills, not one rider was seriously injured.

NEW FILM TO SHOW CHANGE IN OFF-ROAD M/CING

The story of the family motorcycle sport of "trail riding" is soon to be told in a documentary film being produced by Race Time Productions, Graphic Systems, and Marion Dean in conjunction with the Conejo Trail Riders, Inc. The film will show a growing family involvement in off road riding as a recreational pursuit of millions of American families.

It will document changes that are taking place for the motorcycle enthusiasts. Changes that must help protect the vanishing open land areas; meet the need for families to get away from the city and into the open skies of the desert, mountains, and lakes; and the pursuit of adventure with a new image of family togetherness, controlling activities to preserve the ecology; provide safety; and abate noise for continued fun and excitement.

The documentary hopes to present the challenge in the changing scene. A challenge calling for the cooperation and support of trail riders, manufacturers, municipalities and the public alike.

Interested parties are invited to support. (213) 377-6506 or 372-7384.

scramblin' around

By Maureen Lee

This past week I've just about decided I've had it with bureaucracy, both on local and state-wide levels. There are days when you feel like turning into an anarchist (even if deep down you know you never will) but sometimes elected officials just want to make you flip your wig, not to mention the paid civil servants who wouldn't have their jobs if weren't for us taxpayers.

To wit: Long Beach now has the law that you may not ride on any private property without written permission etc. etc. When this first came up in this city, all (or most) of the dealers rallied around as did Cycle News, MORE and interested individuals to see what could be done. Friends, you have never seen anything until you sit in on a City Council Meeting where the boys have already decided what they're going to do before they put their backsides in their comfortable chairs. Half the time our side was barely given a chance to speak up.

My publisher even offered to provide bikes, decibal meters, a water truck, insurance and riders, the whole bit so the Council could observe, hear and maybe participate in a test of how little noise a properly silenced machine makes. Basically, we were asking that a small portion of a now being developed park be set aside for mini and trail bike riding, and we wanted to give the Council a chance to see what this was all about.

Fat chance! They wouldn't even grant us the courtesy of allowing us to even show them, even though the whole tab was not going to cost the city one cent. The Brahmins had decided that a place for the two-wheelers wasn't feasible (read not wanted) so they pushed us off. Wonder if they've stopped to think how many votes who signed the petitions will stop to think on this come time next election? Hmmm! Quite a few, I'll tell you, it's grand to live in a city where they can buy the Queen Mary without telling the population about it 'til after they've done it, but won't give our little kids a place to ride their bikes.

As to the next bit of bureaucracy, last week I mentioned the fun and games I'd been having with the motor vehicle department over registering a foreign machine.

If you ever have the chance to pick up a bike such as I did, imported from over-seas, doesn't matter from where, take a tip...make sure the first time you go to the DMV that you get ALL the papers you need to be filled out. These include a customs declaration from the person who brought the bike into the country if he didn't register it himself, all those neat little forms about you haven't ridden, pushed, parked etc. on the street if you want an off-the-road-registration (and oh my do they seem unhappy when they find out they're not going to get some more money from you for a license plate!

It took me a total of five trips to get my paper-work caught up only because each time I went down, the clerk would look through what I had and say, "Well, you have to have a copy of so-and-so" and then not look any further to make sure there might not be something else I would need as well, so it was sign one form and then find out next day I needed something else.

So, if you're going to register or change title on a dirt bike, make sure you have everything. Maybe your town has a good DMV, there are lots around...but I keep forgetting, I live in Long Beach, and it's a crazy town!

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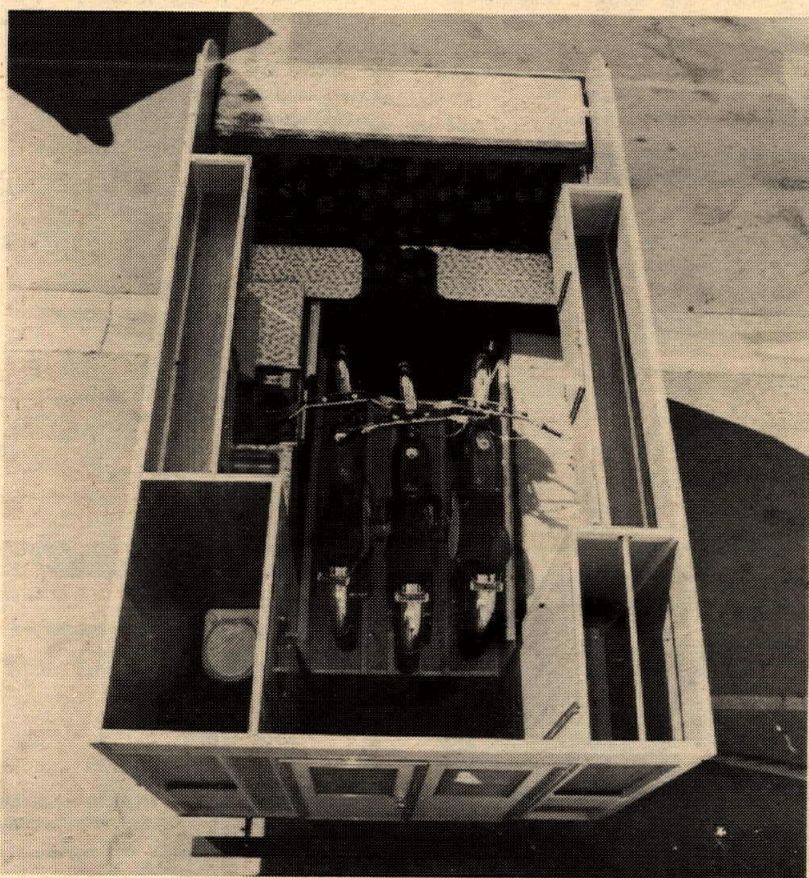
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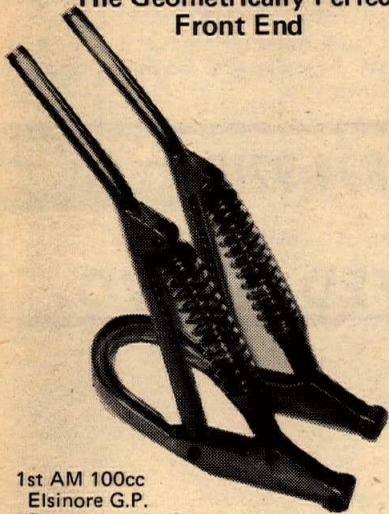


Yep, it's just as far down as it looks!

By Ron Schneiders
SADDLEBACK PARK, CALIF.,
 April 18, 1971 — A low speed, precision balancing Trials was hosted by the Valley Observed Trials Enthusiasts (V.O.T.E.) in Saddleback this Sunday. But Saddleback, looking almost lush, it was so green, was the second choice of the club as a location for their Trials. The first, an area in Los Padres Forest went by the wayside when the Forest Service pulled a bit of low cunning in what seems to be a more and more determined effort to

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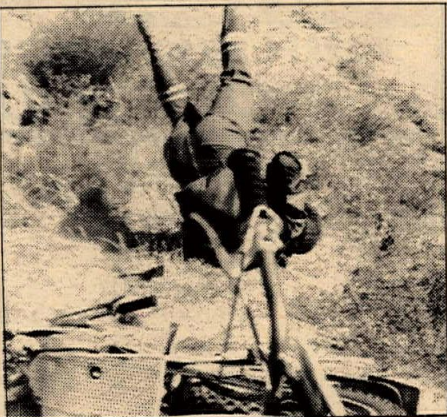
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The Trials of a Trials Club



This is the advanced class for wheelie experts.

gently but firmly ease motorcycles out of the forest. This time it was a list of 32 regulations (which normally are applied only to permanent lease holders) which were suddenly brought to bear against the club mere days before their event. Smokey the Bear was suddenly turned mean and the paw that held a shovel grasped a club. "You can hold your trials on government land," the rangers chuckled, "just furnish a \$300.00 bond and slightly more liability insurance than was bought for the Elsinore Grand Prix." Since this was a non-AMA club, the cost would have been three times the insurance cost of a Grand Prix — a cool \$1,000 or \$10.00 per rider entered in the event. Pretty neat, huumm ...? Some of our elected officials have already heard about this transparent bit of nastiness. How 'bout the ones representing you? The man



So you think Trials is for old men. Rider stopped 10 feet farther down.

directly responsible is Forest Supervisor William H. Hansen. It would be nice to see him replaced.

In spite of this mess and some intermittent rain, The Valley Observed

Trials boys prevailed and held their event. It was close. As of 8 o'clock the morning of the event only 4 of the 18 traps had been laid out and marked. In the hurry-up job that followed there was not room for a whole lot of ingenuity so many of the traps had a familiar look to them. (To say nothing of some well-worn ruts.) Even so, three times around 18 rather difficult traps is a pretty good day's workout and most of the riders seemed to have enjoyed themselves.

Doing the checking for the club were the stalwart members of Honda, Ltd., a road riding club that has generously given their time on several occasions to the not-very-thrilling but very necessary job of checking. No one who hasn't done it can know how long 6 hours of checking in the sun can be. Without their help the trials would be a much poorer event with fewer traps and less accuracy. Those who ride Trials know and appreciate their service.

Richard Bledsloe was the star of the trials this week, defeating no less of a trio that Bob Grove, Bob Nicholens and Kevin Walker on not one but two occasions. First was the regular trials which he won with the incredible score of minus 2 points! Next was the Master's Exhibition which consisted of two near-impossible traps which he also won.

Second place in the Masters Class caused some difficulty. On first scoring William Smith and Kevin Walker were tied with minus 8 points apiece, and Smith was awarded the trophy because he had more "cleans". Walker protested that the score was wrong, that he had actually been given 5 points which he didn't deserve. The error was pinpointed and it looked like a checking error. Apparently Walker was missed once when he went through and he didn't

look to see that the checker had him marked. In trials, the checker's word is final; he wasn't seen. Walker somewhat angrily at first accepted the 3rd place trophy, then later "disqualified" himself. This made William Smith the second place trophy winner and put Bob Nicholens into the money in third.

Although the traps were somewhat routine, there were a couple of interesting points. One was the placing of two traps end-to-end. This was something Kevin Walker picked up on his recent trip to Spain where not just two but sometimes 6 or 7 traps are strung end-to-end. The name of the game is "Don't Stop," because if you once stop, you not only lose 5 in the section you stopped in, you probably won't be able to get a decent start on the following section.

At the end of the day (which was outstandingly beautiful) the riders were addressed by Saddleback President Vic Wilson who wanted to squelch rumors that said in effect that trials riders weren't welcome at Saddleback. "Untrue," he said, "Saddleback wants very much to have the Trials riders use its facilities, only it has to make a little money from them." So they were going to be charged \$1.00 apiece at the gate



Grim determination and weight up forward!

from now on. Vic reminded them that rent for the land was high, and the insurance was even higher, and besides he maintained a first aid car for their use. Nobody seemed very upset at the new fees, which was only logical. When they could be virtually kicked off their own land — several million acres of it — how could they object to paying \$1.00 apiece to use someone else's?

The next major trials event will be the 2nd annual Timed Scottish Trials hosted by the San Diego Trials Association. Two 20-mile loops in very pretty country are promised.

(Results on page 22)

April 4 Fresno, California CMC Central Moto-Cross

1st 125 Senior **BOB ROGERS** Rickman Micro 125 Metisse

1st 250 Senior **PERRY KLASSEN** Rickman 250 Moto-Cross Scrambler

March 28 Lewiston, Idaho Moto-Cross

1st 250 Expert **MIKE RIDDLE** Rickman 250 Moto-Cross Scrambler

April 4 Kiona, Washington Moto-Cross

1st 250 Expert **MIKE RIDDLE** Rickman 250 Moto-Cross Scrambler

April 8 Ascot Park, California CMC Nite Moto-Cross

1st 125 Expert **BRUCE BARON** Rickman Micro 125 Metisse

April 10 Elsinore Park, California TT Scrambles

1st Open Exp. **JOHN SPRAGUE** Rickman Weslake 700 8-Valve

1st Special Exp. **JOHN SPRAGUE** (Week after week... the Top Gun!)

1st Sweepstakes **JOHN SPRAGUE**

April 11 Somis, California Bay Mare Moto-Cross

1st 125 Senior **BRUCE BARON** Rickman Micro 125 Metisse

1st 100 Junior **DAVE MONTGOMERY** Rickman Micro 100 Metisse

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READER PROFILE QUESTIONNAIRE

The questions in this profile have been designed to let us know Cycle News readers better and, hopefully, to make the paper better as a result. We are asking you not only to fill out the questionnaire, but to invest in an envelope and a stamp to mail it to us. All we can offer for your help, besides a newspaper better edited to your needs, is a free Cycle News stickie. Just enclose a self-addressed, stamped envelope with your filled-out profile questionnaire and we'll return it with a super Cycle News stickie enclosed. Thank you.

1. ABOUT YOU

What is your age? ____ Are you married? ____ Number of children? ____
 What is your approximate yearly income? \$ ____
 Check here if you are self-employed ____
 Check here if you are employed in the motorcycle industry ____
 Check here if you do NOT own a motorcycle ____
 How many motorcycles do you yourself own ____
 How many are currently licensed for highway use ____
 Check here if you plan to buy a new motorcycle in the coming year
 yes ____ No ____ Maybe ____

Check the type(s) of motorcycle you own

____ Street
 ____ Competition
 ____ Mini
 ____ Other (please specify) ____

Check the type(s) of riding that you do

____ Professional competition
 ____ Sportsman competition
 ____ Street riding
 ____ Trail riding for pleasure
 ____ Other (please specify) ____

Check here if you own a van ____ Truck ____ Trailer ____
 to transport motorcycles.

Indicate below what type of sporting events you prefer, whether as a participant or spectator. Starting with the one you prefer most, show your preference numerically. For example, say you like hillclimbs most, mark that No. 1. Next, you like motocross best, mark that No. 2 and so on.

____ Flat Track (mile, half-mile, short track)
 ____ Scrambles (TT and hare scrambles)
 ____ Motocross
 ____ Road racing
 ____ Hillclimb
 ____ Trials
 ____ Enduro
 ____ Poker, lime or other road run
 ____ Drags
 ____ Other (please specify) ____

2. ABOUT THE NEWSPAPER

How long have you been reading Cycle News? ____
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Below are some of the ingredients in a typical issue of Cycle News. If you like something, make a check. If you would like to see more, write "more". If less, write "Less." If you would like to see something discontinued, write "stop." This is the part where we encourage additional comments.

____ Calendar of Events
 ____ AMA Professional National championship events
 ____ Amateur AMA National Championship events (enduros)
 ____ Enduros
 ____ Road racing
 ____ Speedway
 ____ Trials
 ____ Home Workshop
 ____ Tests and evaluations of current machines
 ____ New product information and pictures
 ____ Editorial opinions (writin' Around, Scramblin' Around, Guest Editorials)
 ____ Pictorial layouts
 ____ M.O.R.E. from the Capitol
 ____ Where you May Ride
 ____ Voices
 ____ Interviews with newsworthy personalities
 ____ Scene: Australian Speedway
 ____ Cartoons (including Sweetspokes)
 ____ Short news items

MAIL TO: Cycle News Profile, Box 498, Long Beach, Calif. 90801.
 REMEMBER: If you enclose a stamped, addressed envelope, we'll mail you a free Cycle News sticky.

SILENT SPARK ARRESTER

J&R now makes a spark arrester/silencer combination that is so small and light it can fit most any machine. Besides being Forest Service approved, it cuts noise appreciably.

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Cycle News dyno tests have shown little power difference between this unit and an open expansion chamber. Generally there was a slight loss at extreme high RPMs but a marked increase in mid-range horsepower.

It is available from any dealer or direct. For additional information write: J&R Mfg., 6001 N. Maywood Ave., Huntington Park, Ca. 90255.

GENTLEMEN, CHECK YOUR PLUGS

A new "Motorcycle Tips" booklet has been published by Champion Spark Plug Company. The 11-page booklet includes sections on spark plug service and ignition systems, fuel systems for two and four cycle engines, exhaust systems and storage tips, and is available for 25¢. Mail requests to Champion Spark Plug Company, Dept. MCT, P.O. Box 910, Toledo, Ohio 43601.



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R S U L T S

V.O.T.E. TRIALS

Saddleback Park, Calif.
Apr. 18, 1971
By Ron Schneiders

MASTERS	Pts. Lost
Richard Bledsloe	2
William Smith	8
Bob Nicholson	8
EXPERT	
Richard Delany	11
Mark Mariani	21
Ray Rehkop	28
AMATEUR 250	
George Smith	27
Craig Hunter	28
Tom Franklin	30
AMATEUR 125	
Bernie Schreiber	33
Jim Lauderdale	39
Gene Felts	47
KIDS 14 & YOUNGER	
Randy Rader	33
Joe Martin	
Kim Koskie (first girl)	

SABOBA GRAND PRIX

April 4, 1971
Official

OPEN EXPERT	
B. Maynard	Mai
J. Morgan	Oss
B. Harris	Oss
R. Termin	Hus
E. Steffen	Yam
C. Berry	Bul
OPEN NOVICE	
P. Mailloux	Hus
J. Rees	Yam
F. Carrasco	Mai
R. Schimmer	Hus
250 NOVICE	
P. Nyland	AJS
F. Masiel	Yam
G. Copeland	Yam
A. Wisniewski	Yam
C. Pagutte	Suz
D. Brooks	Yam
K. King	—
B. Thompson	Yam
175 NOVICE	
B. Carpenter	Yam
C. Cline	Yam
125 NOVICE	
R. Ragsdale	Yam
F. Coppi	DKW
J. Bowles	Yam
M. McDermedt	Yam
B. Stauffer	Yam
H. Mayer	Yam
100 NOVICE	
R. Griswold	Hon
A. Cancino	Hon
SIDE HACK	
548	Yam

CMC MOTOCROSS

Irvine, Cal.
April 18, 1971
By John Shedd

500 JR. I	Mai
J. Brown	Mai
E. Mosier	CZ
D. Lopera	—
500 JR. II	Hus
M. Renno	CZ
R. Franklin	Hus
L. Lima	—
500 INT.	Mai
R. Roche	AJS
S. Hammer	CZ
B. Brown	—
500 EX.	Hus
M. Blackwell	BSA
C. Minert	CZ
J. Wilson	—
250 JR. I	CZ
L. Griggs	Mai
P. Penland	Mon
R. DiDonato	—
250 JR. II	Ric
L. Schultz	CZ
D. Kidder	Oss
G. Mosier	—
250 JR. III	CZ
J. VanDergeest	Yam
C. Alberts	CZ
J. Egizi	—
250 INT.	Bul
R. Eiersmedt	Hus
J. Fackler	CZ
L. Vick	—
250 EX.	Bul
T. Rapp	CZ
B. Fisk	CZ
J. Wilson	—
125 JR. I	Bul
B. Wygal	Mon
R. DiDonato	Pen
B. Blyth	—
125 JR. II	Pen
C. Dicus	DKW
R. Boozell	DKW
B. Behar	—
125 JR. III	DKW
J. Sommers	DKW
S. Cocherell	DKW
C. Grodzicki	Bul
125 INT.	Suz
R. Lopez	Bul
B. Jefferies	DKW
L. Greene	—
125 EX.	Pen
P. deBenedetti	DKW
J. Beacham	Pen
M. Garrett	—
100 JR.	Hod
M. Dobbs	Hod
J. Riggi	Suz
R. Bean	—

CMC MOTOCROSS

Ascot Park
Gardena, Calif.
April 15, 1971 (P)
By Gary Schmythe

100 JR.	Yam
D. Carlson	Hon
T. Metzger	Hon
P. Kaitz	—
125 JR.	Yam
B. Henderson	Yam
B. Brown	DKW
R. Boozell	—
250 JR.	Mon
R. Di Donato	Oss
B. Barker	Oss
G. Osborne	Oss
500 JR.	C-Z
J. Harker	Yam
R. Maxey	Mai
B. Lendl	—
125 EXPERT	Ric
B. Baron	Yam
B. Hosford	Pen
M. Garrett	—
125 INT.	Bul
P. Lunde	CZ
G. Robertson	Bul
T. Cook	—
250 EXPERT	CZ
J. DeSoto	Ric
B. Baron	C-Z
B. Hershey	—
250 INT.	Oss
D. Messer	Oss
D. Macormick	Mai
D. Miles	—
500 EXPERT	C-Z
T. Hart	Oss
J. DeSoto	—
D. Pessy	C-Z
500 INT.	C-Z
J. McDonald	C-Z
M. Brown	Hus
K. Markham	—

GRAND PRIX

Viewfinders M.C.
Indian Dunes
Valencia, Cal.
April 17-18, 1971 (P)

500 NOV.	Hus
Ron Duggan	Suz
Jeff Robertson	CZ
Steve Bell	—
500 JR.	Yam
Wayne Garrett	—
Warren Burrell	Hus
Marshall Jennings	—
500 EX.	Hus
Bill Clements	Yam
Jim Dawson	AJS
Dough Grant	—
POWDER PUFF	Yam
Janene Pennington	Hod
Jan Ditson	Hod
Sharon Wilson	—
SIDEHACK	BSA
Ralph Whitney/	Tri
Geo. Whitney	—
John Palfreyman/	Mai
Marvin Tomlinson	—
Dan Rachford/	Ric
Dan Davis	Ric Tri
OPEN NOV.	Tri
John Calvert	—
Jack Myrick	Tri
Bob Thompson	—
OPEN JR.	Tri
Ron Jones	Tri
Micky Cezola	Tri
Jimmy Thomas	Tri
OPEN EX.	Tri
Doyle Fields	Tri
George Alquire	Tri
Richard Oneal	Tri
350 COMBINED	—
NOV.	Bul
John Wright	Bul
Ralph Duarte	Hon
Tom Ryan	—
EX.	Kaw
Richard Marquis	Kaw
George Walker	—
100 NOV.	Hod
Rocky Morrison	Hod
Danny Sanchez	Hod
Steve Pinneri	Hod
100 JR/EX.	H-W
Leo Fedewa	DKW
Jack Short	—
Thumper McDowell	Hod
EX.	—
Tom Zahnter	Ric
Jeff Wright	H-D
Terry Clark	—
200cc JR/EX.	Yam
JR.	Ric
Bob Brooks	—
Don Emler	Yam
EX.	Bul
John Rice	Yam
Jim Dawson	Puc
Ken Buckspan	Yam
101-200 NOV.	Bul
Ken Zarht	—
Duane Brown	Pen
Mark Apent	DKW
250 NOV.	CZ
Rick Norris	—
250 JR.	Ric
Al Wurtzel	Bul
John Huegel	—
Mark Cook	Yam
250 EX.	—
Gary Jones	Yam
Doug Grant	—
Rick Shirey	Yam

ACE MOTOCROSS

Indian Dunes
Valencia, Cal.
April 10-11, 1971
By John Groutt

SUNDAY	
POWDER PUFF	Suz
Claudia Dunning	Yam
Trudy Stubbs	Hod
Virginia Kesler	—
100 JR.	H-D
Leo Fedewa	Hod
Mark Morrison	Kaw
Bruce Parafiorita	—
125 JR.	Bul
Bruce McLeod	Ric
Glenn Scott	Yam
Jack Smith	—
125 SR.	Yam
Jim Dawson	Pen
Charles Mott	Yam
Allen Garrett	—
250 JR.	Mon
Steve Kohler	Bul
Norm Gaiger	Hus
Clyde Carlson	—
250 SR.	Bul
Mark Cook	Mon
Wayne Sullivan	Ric
Mark Abbatoye	—
OPEN JR.	CZ
Tracy Oswell	Hus
Brent Tuttle	Mai
John Glasgo	—
OPEN SR.	Yam
Jim Dawson	Mai
John Rice	Ric
Jim O'Neal	—
SATURDAY	
100	Hod
Elton Russell	Bul
Raymond Soffa	Suz
Bill Schroeder	—
100 6-MORE	Suz
Jim Hardesty	H-D
Roger Oien	DKW
Dan Blalock	—
125 DIV. I 5-LESS	Yam
Pat Green	Pen
John Fenton	Puc
Roger Idler	—
125 DIV. II	Ric
Dave Kolbe	Yam
Dan Bilka	—
Ron Pugh	Yam
125 6-MORE	Bul
Chris Morgensen	Bul
Rick Leonhardt	Bul
John Drynkiewicz	Bul
250 DIV. I 5-LESS	Mai
David Czerevinski	CZ
John Caldwell	Yam
John Patton	—
250 DIV. II	Husa
D. J. Kary	Oss
Chris Walker	Yam
Darvey Sorensen	—
250 6-MORE	Mai
phil Taylor	Bul
Ken Myers	CZ
William Stanley	—
OPEN 5-LESS	Hus
Bill Walters	Hus
Randy Merrick	Mai
Mark Hinds	—
OPEN 6-MORE	CZ
Jack Harter	CZ
Buster Naylor	Suz
Jim Chandler	—

KLUNKER KLUB

EASTER HILLCLIMB
Brigham City, Utah
April 11, 1971
By Shirley Knop

EXHIBITION	Nor
Dennis Spencer	—
OPEN	Hon
Craig Williams	Tri
Grant Thomas	Tri
Joe Cash	—
500cc	Mai
Larry Butcher	Bul
Al Iverson	BSA
Eric Gray	—
250cc	Suz
Brent Budge	Yam
Ken Archibald	Bul
Grant Thomas	—
200cc	Yam
Kevin Croft	Yam
Jim Coodratt	Bul
Steven Spencer	—
125cc	Bul
Jody Hansen	Yam
Gregg Larson	Yam
Roger Mortimer	—
100cc	Hod
Doug Brown	Hod
Brent McCloy	Hon
Spence Swindle	—

SCRAMBLES

Westside Eagles
La Grange, Cal.
Apr. 11, 1971
By Bill Spencer

100 NOV.	Hon
Dave Rosenquist	Kaw
Rick Huggard	Kaw
Steve DeVault	—
100 JR/EX.	Hod
Owen Golway	Yam
Steve Langston	—
POWDER PUFF	Bul
Ginger Burrola	Bri
Geinger Burrola	—
125 NOV.	Mai
Pat Baze	Hon
Willard Tackett	Puc
Chris Nicholls	—
125 JR.	Bul
Joel Krick	DKW
Henry Leslie	—
125 EX.	Bul
Rick Hocking	Mon
Neil McDannald	Yam
Larry Ringer	—
175 NOV.	Oss
Jim Woodward	Kaw
John Furtado	Bul
Steve Houlton	—
200 NOV.	Bul
Jerry Kole	Bul
Glenn Turman	Bul
Rudy Orozco	Bul
175-200 JR/EX.	Bul
Jerry Bland	Bul
Dana Perri	Bul
John Hudson	—
250 NOV.	Yam
Joe Hickman	Yam
Jeff Surik	Yam
Jerry Wayne	—
250 JUNIOR	Yam
Duane Bowling	Oss
Larry Neff	Suz
Carrol Hendrix	—
250 EX.	Mon
Neil McDannald	Yam
Ray Huff	Bul
Mike Renslow	—
350 NOV.	Kaw
Don Rasmussen	AE
George Peacock	—
350 JR.	Hon
Dennis Cumming	Kaw
Jim Hartbauer	—
500 NOV.	Mai
Dave Souza	BSA
Oscar Booth	AJS
Kent Johnson	—
500 JR.	Bul
Mike Stevens	Mon
Dennis Spence	AJS
John Taylor	—
500 EX.	Suz
Steve Young	Yam
Ray Huff	—
650 NOV.	Tri
John Bonamarti	BSA
John Chandler	—
650 EX.	Tri
Bill Budde	Tri
Larry Ringer	BSA
Bill Landsborough	—



CROSS COUNTRY

Cascade M.C.
Bend, Oregon
April 4, 1971

1st OVERALL	Mai
Keith Nerseth	—
Ken Habeck	Hus
Randy Limbeck	Hon
Vern McCall	Yam
Bob Knox	Hus
Larry Baker	Tri
Len Kesey	CZ
Jeff Carrico	Yam
Robert Warren	Hon
Gordon DeMaude	Yam
Dave Green	Mai
Red Rice	Kaw
Chas. Hammerquist	Yam
Larry Martin	Hon
Tyler Sermon	CZ
Jeff Arndt	Yam
Jay Carrico	Yam
Paul Hug	DKW

DIST. 37 STANDINGS

DESERT H/WT.
Through April 10, 1971
By Gary Herwick

1. Richard Thorwaldson	Ex.	1090
2. J. N. Roberts	Ex.	900
3. Tom Muto	Ex.	860
4. Whitey Martino	Ex.	760
5. Wm. Saltzman	Ex.	694
6. Bill Bogner	Ex.	690
7. George Walker	Ex.	650
8. Ralph Garrett	Am.	645
9. Chas. Curnutt Jr.	Ex.	605
10. Mike Mulconery	Am.	540
11. Art Knapp	Ex.	517
12. Morris Norman	Ex.	475
13. William Waters	Ex.	468
14. Danny Kline	Ex.	465
15. Joseph Kulek	Ex.	450
16. James Hill	Am.	428
17. Harold Mortensen	Ex.	427
18. Whitey Gregery	Ex.	420
19. Richard Kendall	Am.	399
20. John Knebel	Am.	392

R S U L T S

MOTOCROSS
Stump Jumpers M.C.
Monroe, Wash.
April 4, 1971
By Kevin Hill

125cc		
Rich McCaffery	DKW	
Paul Salerno	DKW	
Cameron Bonner	Hod	
Bob Harrison	DKW	
Charles Strayer	Pen	
Jerry Shepard	Pen	
Kevin Hill	Pen	
250cc "B"		
Richard Giboney	AJS	
Dave Wineland	Bul	
Craig Tiedeman	AE	
Cris Tiedeman	Yam	
Larry Williams	Yam	
Henry Schaffer	Bul	
250cc "A"		
Greg Heitman	CZ	
Gordy Ochs	Bul	
Mike Welland	Mai	
Bill Buchanan	CZ	
"Fat Jack" Garthley	Yam	
Mel Sowards	Ric	
OPEN		
Larry Wescott	Mai	
Doug Munson	Hus	
Larry Chadwick	CZ	
Ken Pierson	Mai	
Fred Sessions	Suz	
Dean Rachuy	Mai	

APRIL FOOL ENDURO
Ridge Runners M.C.
Santa Cruz, Cal.
Sunday, April 4, 1971

OVERALL WINNER		
Gary Covell	11 pts.	
125cc CLASS		
*Joel Eckels	36	
*Robert Spence	82	
*Thomas Welker	83	
*Gus deVries	92	
James Shepherd	92	
Jim Pachoud	99	
Richard Georgian	102	
Gary Reid	125	
Wynn Killian	127	
Dan O'Connor	128	
250cc CLASS		
*Gary Covell	11	
*Dick Martin	31	
*James Fleming	69	
*Grant Gibbs	72	
Victor Bull	75	
Alan Bydnes	90	
Stephen Palmer	118	
OPEN CLASS		
*Ron Cash	53	
*Robert Sand	92	
1st PLACE TEAM		
James Shepherd		
Robert Sand		
Donald Graber		
* = Trophy Winners		

TT & FLAT TRACK
Trojan Speedway
South Gate, Cal.
April 16, 1971
Official
By Eddie Smith

100 TT		
Bob Sanders	Kaw	
Steve Okuda	Kaw	
Allen Swett	Kaw	
125 TT		
Bruce Nordstorm	Yam	
John Doyon	Yam	
John Hargrove	Yam	
250 TT		
Dale Hopkins	Bul	
Rick Goade	Bul	
Jerry Kole	Bul	
100 FLAT RACK		
Tom Doty	Hon	
Mark Revels	Kaw	
Rick Hutchins	H-D	
125 FLAT TRACK		
John Doyon	Yam	
Michael Danell	Yam	
Rick Kouns	Bul	
250 FLAT TRACK		
Larry Shaw	H-D	
John Vandergrest	CZ	
Warren Tackett	Bul	

**"See
you in
Cycle
News!"**

MOTOCROSS
Indian Dunes Park
Valencia, Cal.
April 4, 1971
By John Grout

POWDER PUFF

J. Pennington	Yam	
C. Higgins	DKW	
C. Dunning	Suz	
OLD-TIMERS		
200cc		
E. Knox	Bul	
T. Judge	Bul	
E. Poore	Bul	
OPEN		
J. Blackwell	Hus	
D. Untch	Yam	
C. Casanova	Yam	
100 JR. DIV. A		
M. Peddicord	Suz	
L. Hentschel	Ric	
R. Smith	Ric	
100 JR. DIV. B		
P. Schoerner	Hod	
R. Stephenson	Ric	
J. Bett	Hod	
125cc JR. DIV. A		
J. Hale	Bul	
R. Koester	Bul	
R. Scott	Yam	
125cc JR. DIV. B		
J. Hryniewicz	Bul	
B. Poore	Yam	
R. Kaeding	Ric	
125cc SR.		
D. Emler	Ric	
T. Cook	Bul	
G. Bevans	Yam	
250 JR.		
S. Kohler	Mon	
P. Taylor	Mai	
L. Cushman	CZ	
250cc JR. DIV. B		
J. Brickner	Mai	
D. Henslee	CZ	
R. Buchan	CZ	
250cc SR.		
J. DeSoto	CZ	
T. Hart	CZ	
D. Bevans	Yam	
OPEN JR.		
M. Alzola	Mon	
T. Oswell	CZ	
J. Barajas	Mai	
OPEN SR.		
J. DeSoto	CZ	
T. Hart	CZ	
W. Garrett	Yam	

TT SCRAMBLES
Elsinore, Calif.
April 10, 1971
By Lorri Lee

MINI		
L. Peterson	Yam	
M. Bruno	Yam	
T. McWhorter	Yam	
P.P.		
D. Jones	Kaw	
V. Conley	Kaw	
100 NOV. NOV.		
L. Peterson	Kaw	
R. Hibbard	Kaw	
F. Knapp	Kaw	
125 UP NOV. NOV.		
D. Wright	Yam	
R. Gamble	Yam	
100 NOV.		
B. Holt	Kaw	
D. Gassaway	Suz	
D. Stettler	—	
125 NOV.		
S. Young	Yam	
B. Butt	Yam	
S. Smith	Yam	
200 NOV.		
B. Butt	Yam	
L. Luttrull	Bul	
250 NOV.		
D. Horton	Mai	
S. Moir	Oss	
B. Morris	Yam	
500 OPEN NOV.		
T. Carroll	Mon	
D. Waffle	Yam	
B. Fravenberger	Bul	
SPEC. NOV.		
D. Junker	Kaw	
J. Hendry	—	
100 EXPERT		
R. Milner	Kaw	
J. Coleman	—	
125 EX.		
B. Hosford	Yam	
C. Denning	Yam	
250 EX.		
J. Sprague	Ric	
R. Goade	Bul	
500 OPEN EX.		
J. Sprague	Ric	
J. Stein	Mai	
SPEC. EX.		
J. Sprague	Ric	
T. Berry	Bul	
SWEEPS		
J. Sprague	Ric	

MOTOCROSS
Jackrabbits M.C.
Irwindale, Cal.
March 28, 1971
Official

POWDER PUFF

M. Smith	Suz	
C. Stockton	Bul	
C. Higgins	DKW	
125 NOV. DIV. 1		
S. Marin	Bul	
S. Copelin	Yam	
R. Berkeley	Yam	
125 NOV. DIV. 2		
A. Garrett	Yam	
D. Brown	Pen	
R. Lopez	Suz	
125 NOV. DIV. 3		
T. Nichols	Mai	
R. Reinig	Pen	
R. Martin	Mon	
125 JR/EX.		
J. Rice	Puc	
T. Nowak	Yam	
F. Forman	Suz	
126-250 JR/EX.		
B. Baron	Ric	
J. O'Neal	Ric	
L. Watkins	Mon	
250 NOV. DIV. 1		
S. Hendrickson	Bul	
G. Knieper	Oss	
R. Buchan	CZ	
250 NOV. DIV. 2		
B. Prescho	Yam	
G. Wickam	Bul	
M. Keena	Jaw	
251-OPEN NOV.		
P. Hendricks	CZ	
613	—	
48	—	
500 OPEN JR/EX.		
M. Blackwell	Hus	
J. Fishback	CZ	
D. Grant	AJS	
Trophy Presentation		
Jackrabbits Clubhouse		
9143 E. Compton Blvd.		
Bellflower, Cal. 8 P.M.		

SCRAMBLES
Univ. of Calif. at Davis
Hustlers M.C.
April 17, 1971
By S.J. Rooney Jr.

100 NOVICE		
Scott Henna	Kaw	
Gerry Carr	Kaw	
Floyd Davis	Hon	
100 AM-EX. COMB.		
Larry Drew	—	
John Vance	Kaw	
Jim Willis	Hon	
125 NOVICE		
Mark Smith	Yam	
Dennis Silva	Yam	
Ron Parry	Yam	
200 NOVICE		
Dave Haugs	Bul	
Ron Jones	Bul	
Glen Turman	Bul	
250 AMATEUR		
Scott Vendley	Bul	
Phil Carando	Bul	
Dana Perry	Bul	
250 NOVICE		
John McIlmogle	Bul	
Joe Heukman	Bul	
Norm Wohlers	Bul	
250 AMA.		
John Frey	Bul	
Skip Doolittle	Bul	
Leon Gulzow	Bul	
250 EXPERT		
Devin Morrison	Bul	
Mike Renslow	Bul	
Rocky Malyn	Bul	
500 NOVICE		
Dave Schlocker	Tri	
Mike Bender	Yam	
Tim Elder	Tri	
500 AMATEUR		
Bog Johnstone	Tri	
John Perry	Suz	
Larry Voaldi	Bul	
500 EXPERT		
Jim Foley	Yam	
Larry Drew	Bul	
Bob Boaz	Tri	
WHEELIE		
John Hall	Hon	

SHORT TRACK
Capitol Speedway
Sacramento, Cal.
April 16, 1971
By Bill Spencer

HEAT 1		
Jim Odom	Yam	
Nick Theroux	Bul	
Al Kenyon	Bul	
John Green	Bul	
Terry Sage	Bul	
HEAT 2		
Ken Roberts	Yam	
Frank Gillespie	Oss	
Gary Lozano	Bul	
Russ Powell	Bul	
Lowell Moulal	Tri	
HEAT 3		
Dick Mann	BSA	
Bob Scally	Bul	
Mike Yarn	Bul	
Jim Crenshaw	Bul	
Ron Davies	Bul	
Rain postponed remainder of program.		

CMA MOTOCROSS
Salt Lake City, Utah
April 3, 1971

100 NOVICE		
Bruce Steadman	Hon	
Bill Dixon	Hon	
Rick Lewis	Hod	
100 EXPERT		
Jerry Davis	Yam	
Gary Chadwick	Hod	
Lamar Walker	Hod	
125 NOVICE		
Sterling Herstad	Mon	
James Caffall	Yam	
James Christiansen	Yam	
125 EXPERT		
Warren Spencer	Yam	
Peter Crandall	Pen	
Ken Lobach	Yam	
200 NOVICE		
Gary Shaw	Yam	
Ronnie Bouck	Yam	
Bill Dixon	Hon	
200 EXPERT		
Kevin Croft	Yam	
Mike Pearson	Kaw	
Ted Cooley	Yam	
250 NOVICE		
Charlie Killian	Suz	
Guy Dreier	Yam	
Randy Sundin	Yam	
250 EXPERT		
Jon Henry	Yam	
Cal Crosby	Hus	
Steve Burgess	Yam	
OPEN NOVICE		
Clarence Pollard	Hus	
Mike Mower	Hus	
Art Matthews	Hud	
OPEN EXPERT		
Frank Myers	Suz	
Preston Gerber	Hus	
Dennis Packard	Hus	

AMA HALF-MILE
Ascot Park
April 16, 1971

EXPERT CLASS		
Jody Nicholas	Nor	
John Hateley	Tri	
Gene Romero	Tri	
Dave Aldana	BSA	
Loyd Houchins	BSA	
Don Emde	BSA	
Dwayne Keeter	H-D	
Mel Lacher	Nor	
Paul Conserriere	Nor	
Tom Rockwood	Tri	
NOVICE CLASS		
Scott Brelsford	Yam	
Steve Nicholas	Yam	
Scott Autrey	Yam	
Steve Mudd	Bul	
Gary Caldwell	Bul	
Tom Horton	Bul	
Dennis Carlson	Bul	
Mike Arrambide	H-D	
Tim Tomilson	Mon	
Ed Mitchell	Yam	
JUNIOR CLASS		
Gary Scott	Tri	
Loyal Penn	Tri	
Randy Scott	Tri	
Tom Lafortune	Tri	
Earl Barker	BSA	
Jerry Johnson	Tri	
Tim Wolf	Tri	
Roger Ring	Tri	

JUNIOR MOTO-X
Bay Mare Park
Somis, Calif.
April 18, 1971
By Garry Wormwood

100		
Bob Comstock	Suz	
Dave Montgomery	Ric	
Brett Yager	Hod	
100 5-LESS		
Rick Langford	Kaw	
Dan Hirtle	Suz	
Tom Cantwell	Hod	
125 DIV. I		
Ken Zahrt	Bul	
Joe Root	Bul	
Tim Jones	—	
125 DIV. II		
Danny Wade*	DKW	
Larry Robertson*	DKW	
Larry Burgess*	DKW	
Tom Nelson*	DKW	
125 5-LESS		
Dean Horrell	Bul	
Terry Davis	Yam	
Brad Blair	Bul	
250 DIV. I		
Jeff Harriott	CZ	
Joe Scarber	Hus	
Mark Thomas	CZ	
250 DIV. II		
Steve Elsbree	Mai	
57	Mai	
Jon Derhammer	CZ	
250 5-LESS		
Terry Austin	Oss	
Garry Spechtenhauser	Yam	
Daniel Ambatt	Mai	
OPEN		
Jim Stiles	Mai	
Scott Pelkey*	Mai	
Lorrenz Garley*	CZ	
OPEN 5-LESS		
Joe Rose*	CZ	
Ralph Dominquez*	CZ	
Lanz Hodgins	Suz	
*—tied		

ACA MOTOCROSS
Carlsbad, Cal.
April 18, 1971
By Richard Steck

100cc JR.		
Mike Paulsell	Hod	
Bob Rowe	Hod	
100cc INTER.		
Bruce McDougal	Yam	
125 INTER.		
John Townsend	Bul	
Mark Stevenson	Suz	
Tom MacNamara	Pen	
125cc SR.		
Carl Cotton	Bul	
Bruce Baron	Ric	
Geo. Anderson	DKW	
125cc JR.		
Tony Duni	DKW	
Mike Paulsell	Yam	
Wen Beckwith	DKW	
250cc INTER.		
Bruce McDougal	Kaw	
Morris Malone	AJS	
250cc SR.		
Bruce Baron	Ric	
Rueben Benites	Hus	
500cc INTER.		
Bud Feldkamp	Hus	
Ron Frescura	CZ	
Don Teeters	Hus	
500cc SR.		
Ronnie Bunn	CZ	
Jim Dahl	Hus	
250cc JR.		
Leonard Mellgren	CZ	
Tim Dunlap	CZ	
Derek McLeish	Yam	
500cc JR.		
Tom Buck	Hus	
Roger Van Santen	Hus	
Bob Madden	CZ	

Ride Silent...

AMXT DONORS from April 1st through April 12th, 1971:
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Jim O'Neal managed a third in the Open class.

SOUTHERN SPRING-AMA TO OPEN AT ROAD ATLANTA

The AMA sanctioned eight-event Southern Spring-AMA motocross series will open April 25 near Gainesville, Georgia. This series races will pay \$11,700 in prize money as well as points toward the Trans-AMA International Motocross series to be run later this year.

The opening event, held in conjunction with the AMA 125 Mile National Championship Road Race north of Atlanta, Georgia, will be followed a week later by the second event at Macon, Ga.

The final event will be held June 20 at Confederate Raceway, 1417 Selma Avenue, Selma, Alabama. Top points winning riders from the series will

SOUTHERN SPRING-AMA SCHEDULE

Date	SITE
4/25	Gainesville, Georgia
5/2	Macon, Georgia
5/9	Mountain Home, N.C.
5/23	Tullahoma, Tenn.
5/30	Franklin, Georgia
6/6	Roebuck, S. C.
6/13	Tallahassee, Fla.
6/20	Selma, Alabama

qualify to ride against the best European motocross champions in the fall international series.

The Southern Spring-AMA is one of the eight Trans-AMA qualifying rounds being held in different geographical regions of the United State.

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Dawson Deuce at Dunes

By John Grant

Photos by Racing Photos

VALENCIA, CAL., April 11, 1971 — Uncorking a pair of terribly swift Yamahas, Jim Dawson accounted for two Senior class wins at today's Indian Dunes European Scrambles.

His first win, which came during the running of the 125 event, was at the expense of a fine field of riders, among which were: Charles Mott (Pen), Allen Garrett (Yam), Mike and Steve Bast, Don Emler (Ric) and Jeff "The Wrecker" Wecker who was also astride a Rickman.

Dawson, who had grabbed an immediate lead from the starting line, had to withstand a fast-closing charge from Emler as the two racers roared almost side by side into the second lap, but the challenger, Emler, somehow got out of shape on the fast sand straight, and after landing on his front tire went sailing directly over the center of his fork crown at an amazing clip.

Though able to join the fracas once again, Emler did so without the benefit of that which one usually sits on. The saddle that is. And after Mott had sustained a broken shock, it was Dawson's race all the way.

For his second victory Dawson completed ninety minutes of serious racing as he turned aside the bids of John Rice (Mai), Jim O'Neal (Ric), Bryar Holcomb (Mai), Whitey Martino (Hus) and Russ Darnell on all new Suzuki. Even though the race was a wire to wire win for the Yamaha "flyer," the many dices which developed for high finishing positions, especially the back and forther between Rice and O'Neal, kept the proceedings going at an explosive pitch! And it was not until the final lap that John "R" was able to get in front of O'Neal for keeps.

The 250 Senior saw O'Neal, again on a roaring fast Rickman, grab an expected first lap lead only to run out of fire at the base of the hill loop. Jim then had to be content to catch a first hand view of many of the up-coming "tigers" go smoking right on past as he attempted to prod his machine back to life.

The event had become a wide open battle at the front end between Mark Cook (Bul), Steve Goldberg (Ossa), "Irish" Wayne Sullivan (Mon) and a soon-to-be-heard-from Mark Abbatoe

DON'T SEND DISTRICT APPLICATIONS TO AMA

Mike Vancil, Sportsman Competition director for the AMA reminds local riders to please not send their district number application forms to the AMA head office in Ohio as it causes long delays in issuing numbers. They would be sent to the local district mailing address on the applications.

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on a Rickman.

By the time that the riders had rattled into the beginning of their second lap, Abbatoe, who was competing in only his third Senior event, had finally stuffed his gearbox into high and was closing ground at a startling rate after a last place start.

Disproving rumors that his previous week's performance against John DeSoto had been a fluke, Abbatoe whipped his cycle into contention among the top four at the completion of three laps. But Cook and Sullivan were able to withstand the late-running challenger.

The Open Juniors had to be one surprised bunch as a check of the entries at the starting banner showed a Husqvarna, number K-9, with a canine digging his paws into a small piece of carpet which was attached to the gas tank. The dog, not a Husky, was soon to prove that he was some sort of a HUSKY pooch as the other part of this act, John "The Instructor" McCown from South Gate, Cal., climbed into the saddle behind his patient pupil.

And away they went with K-9 and canine and McCown in — you guessed it — ninth position. A spot which they held for most of the race.

Meanwhile, at the front, Tracy Oswell, riding solo had stuck his C-Z into a solid lead, a position the young whiz held all the way.

Steve Kohler (Mon) grabbed the 250 Junior crown after the 125 Juniors saw Bruce McLeod (Bul) had led to the finish. An immense group of 100 Juniors discovered that H-D Baja riders who hail from Taft, Cal. can really generate the heat! This rider was Leo Fedewa. The victor over the Powder Puffs, who ran with the Juniors, was Claudia Dunning on a swift Suzuki.

Indian Dunes will host an all-junior card on Saturday, April 24th. While on Sunday, the 25th, ACE will present the Senior and Pro racers, having at it on the all-new motocross course for a \$1000.00 purse. The action on both days will begin at 9 a.m.

(Results on page 22)



Yamaha mounted Jim Dawson took the 125 and Open Sr. classes.

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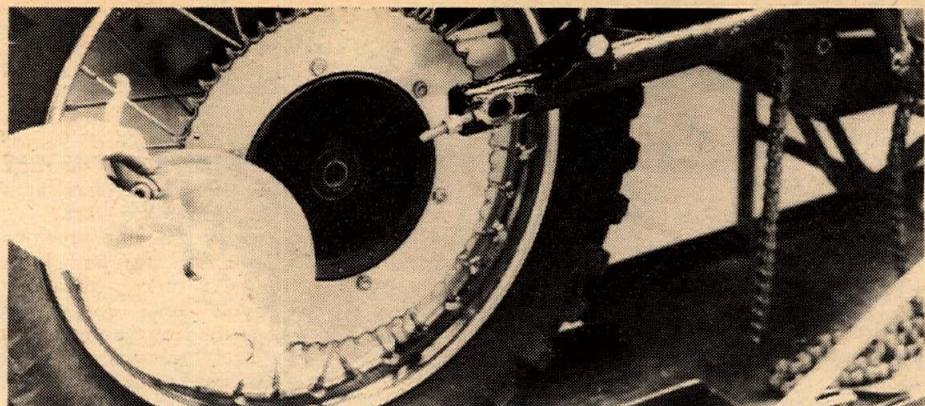
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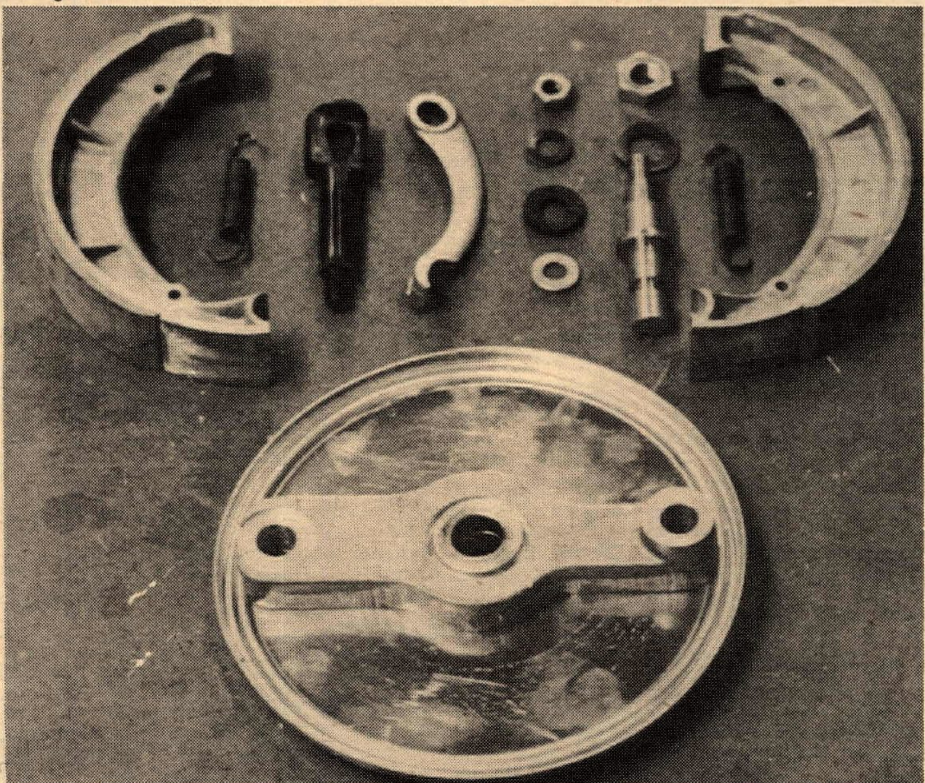
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Floating brake tryout



1.) Installation of the new unit requires removing the old first. After removing the brake rod linkage and the torque arm, remove the rear wheel and back plate assembly.



2. Remove the brake shoes, cam shaft and pilot shaft and install them in the floating backing plate furnished. Be sure to substitute the prebent brake arm provided with the kit for the original. Brake arm is oriented 180-degrees from the stock position.

By Barry Watkins

Greg Smith and Sam Wheeler of Wheel-Smith Engineering in Santa Ana, Calif. are two very clever entrepreneurs who have recently produced a floating brake for a Maico that works. The reason for the floating brake was to improve the handling and stopping characteristics of the Maico. Since racing basically consists of accelerating, cornering, and stopping, it makes just as good sense to have the best stopper as it does to spend the tons of money to gain the last available horsepower from your engine. All that power is completely worthless if your machine won't stop.

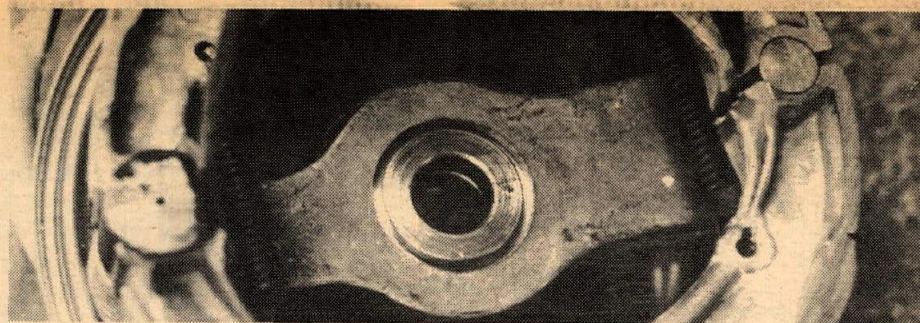
Without a floating brake, stopping on washboard surfaces can be scary. A typical Maico brake is a good unit but braking on bump-de-bump surfaces results in a torque being transmitted to the swing arm which uses up the available suspension. On a washboard surface this causes the rear wheel to skip from bump to bump, with jerky, skiddish braking at best. But with a floating brake, the brake torque arm is attached to the frame rather than the swing arm which allows the torque to be transferred to the frame, thus enabling the suspension to keep doing its job. This provides much more effective braking. The amount of pressure you apply to the brake pedal is exactly how much braking you get. Smooth and firm every time. The jerky sensation is completely eliminated. Stopping is noticeably faster. It has no advantage on smooth ground. But it is no disadvantage either.

I couldn't believe the difference the first time I tried my new setup out at Saddleback Park. The Maico brake's

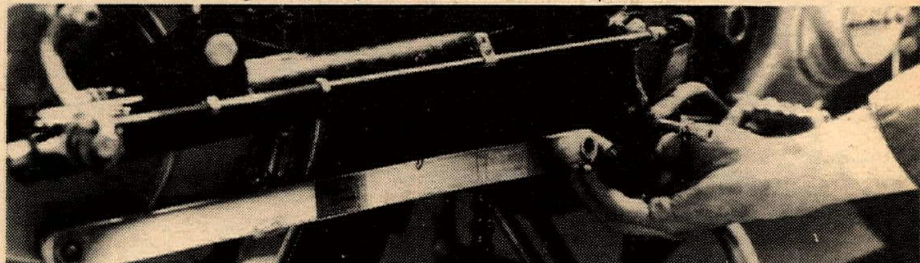
shortcomings were eliminated. The long bumpy downhill on the Saddleback motocross course causes serious problems if your speed is in excess of what it should be.

Wheel-Smith installs a floating brake that stands up to the punishment of racing. They first bore the brake support to accept the proper size bearing. The bearing is press fit. Spacers are made for the backing plate to allow it to rotate when the axle nut is tightened. The bearing is a great idea because it eliminates any maintenance.

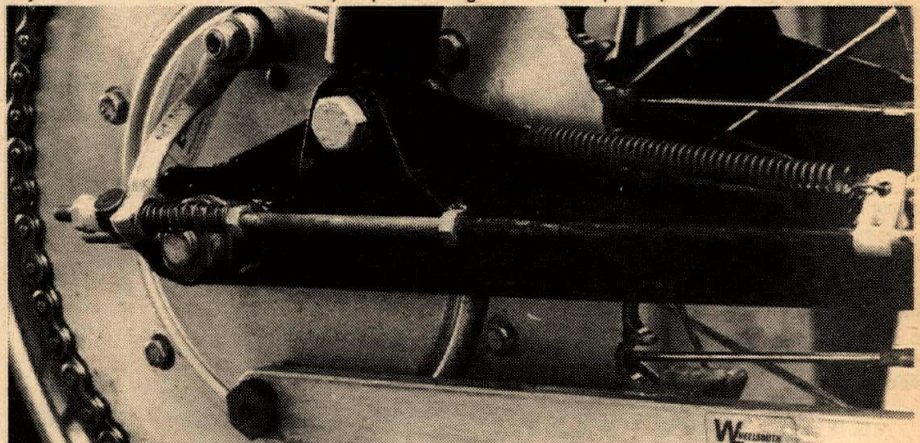
The torque arm is made from a sturdy light aluminum bar. A very efficient chain guide is heliarced to the torque arm so that all the frustrations of a chain flying off are eliminated.



3. Reinstall on your bike with the thin spacer between the hub and backing plate and the thick spacer between the backing plate and swing arm. Grease will hold these parts in place while you slide the axle through. Check for interference between the backing plate and hub when the wheel is spun and while the brake is gradually applied. If there is any interference, it is necessary to chamfer, with a file or a grinder, the points indicated with the pencils.



4.) Remove the brake pedal pivot bolt and replace it with the bolt provided in the kit. Fasten the front of the torque arm to the brake pedal pivot bolt and nut provided. Then check to see that the chain guide is centered and parallel with the sprocket. If not, remove the torque arm and put the front of the torque arm in a vise and twist at the rear until correct alignment is achieved. Do not twist while on the bike because the nylon bushing may be damaged. The reason for this adjustment is Maico's inconsistency in positioning of the brake pedal pivot on the frame.



5.) After fastening the rear of the torque arm to the backing plate with the specially machined shoulder nut provided, position the brake arm so that when the brake is actuated the end of the arm lies in the center of the axle. This insures minimal pedal movement during suspension travel.

The torque arm is bolted to the brake mounting bracket on the inside of the frame, eliminating the need to weld any special bracket to the frame. Another advantage of using this bracket is that a perfect parallelogram is formed with the torque arm and the swing arm. This is a very important factor with a floating brake; the torque arm must be parallel with the swing arm so that the backing plate stays in the same relative position to the axle.

The brake lever arm is turned upside down because the brake rod must attach at about the same height as the swing arm. This prevents the brake pedal from floating as the swing arm goes up and down. In addition to turning the brake lever arm on the backing plate upside down, it must be bent slightly outward for clearance. The final step is to attach the brake rod and take it for a test run. My only suggestion would be the

addition of a cable actuator instead of the standard steel rod. Floating brakes work better with a cable; you get more braking feel that way. Suzuki makes a cable that fits right up. The brake works so much better you won't believe it. If you can go into a corner and keep from braking 2/10 of a second or so longer than your competition, everything else being equal, you've gained that much more time coming out of the corner. With ten to fifteen turns on a typical motocross course, guess who's got the best chance of winning?

If you want further information, contact Wheel-Smith Engineering, 3635 W. McFadden Ave., Santa Ana, Calif. The whole setup sells for about \$50 which is a good deal for what you get.

You can save \$10.00 by bringing your own backing plate and they will be happy to help you install the unit.

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(Continued from page 2)

H&H, Master Links, lmed, 12 mi. N. of 4-Corners on Hwy 395. 10 a.m. \$4.25 D-37 pts. 714/897-0250.

FIELD MEET, Screaming Eagles, Portland, Oregon area. Info: 503/244-3805.

POKER RUN, Trailblazers, Mason County Fairgrounds, Shelton, Wash. Info: 206/426-1320.

MOTOCROSS, Fresno, Chestnut & Clayton, Fresno, Calif. Info: 209/251-2709.

SCRAMBLES, Sprockets, Sprockets Park, Bakersfield, Calif. Info: 805/366-7408.

SHORT TRACK, Texas Travelers, 5 miles East of loop 410 on Hwy 87 East, San Antonio, Tex. Info: 512/333-5868.

SCRAMBLES, Texas Travelers, 5 mi. E. of Loop 410 on Hwy 87 E, San Antonio, Tex. Info: 512/333-5868.

SCRAMBLES, Statesmen, Copperas Cone, Texas. Info: 817/685-5483.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Texas. Info: 806/372-4368.

FIELD MEET, Golden Eagles, Dallas, Texas. Info: 214/358-3909.

TRIALS, SDTR, Barona, Ca., Lmed: 11th St., Ramona, Ca. 10 a.m. No chambers, arresters req. 714/278-3466.

ROAD RACE, Exhibition at SCCA GP, Laguna Seca, Ca. AFM. Info: Box 1069, Dublin, Cal., 94566.

MX, Old-timers, Bay Mare Pk, Somis, Calif. Ed Poore: 805/498-8976 eves.

X-COUNTRY, Orofine, Idaho championships. Camping. 10 a.m. Rt. 2, Box 98, Orofine, Idaho. 208/476-3438.

TT SCRAM, Powder Puffs, Perris Raceway, Perris, Ca. Ultras 8 a.m., Lghts 10, Hvy 1 p.m. D-37 pts. \$2 post, \$1.50 gate.

TROPHY PICK UP

Each listing \$1.00 per week. Send to Cycle News, Box 498, Long Beach, Calif. 90801.

FROM NOW UNTIL MAY 1, 1971
Trophies for Bushmasters European Scrambles of 12-13-70 can be picked up now and until May 1st at Burt Lancasters Suzuki, 907 E. Ramsey St., Banning Ca. 92220. Closed on Wednesdays.

MAY 2, 1971
TROPHIES from Sled Riders European Scrambles available at Master Links Hare & Hound May 2nd. Info: (213) 349-3394.

APRIL 27, 1971, 7 TO 9 PM
TROPHY PICK-UP — Last chance for Huntington Beach M/C 7-26-1970 European Scrambles. Trophies may be picked up at 12948 Coast Ave., Garden Grove, 7 to 9 PM, Tuesday, April 27, 1971

ACE

Motocross Schedule
& up coming events

at
Indian Dunes Park

April 24 — Old Timers

May 2 — AMRA Mini Bikes

May 2 — Sand Scrambles

*Special entry this event

ACE
28700 Saugus-Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000



calendar

SCRAMBLES, Skagit, East of Coupville, Wash. Info: 206/336-2469.

MOTOCROSS, Twin City, 6 miles North of Centralia, Wash. Info: 206/736-2058.

MX, Jackalopes, 2 mi. south of Taos, N. Mex., off Hwy 64. Noon. \$3 mail, Box 207, El Prado, N.M. 505/758-2117.

SCRAMBLES, Lodi (Ca.) Cycle Bowl, 5801 Morse Rd. Noon. \$2.50 ride/watch. Benefit for Cerebral Palsy.

ACA RR, Willow Springs, Ca. \$8 mail (extra class/bike \$1) 4/30, \$15 post. 10:30 a.m. 714/774-3222.

INDOOR ST, WSRA, Washoe Co. Fairgnds, Reno, Nev. 1 p.m. No big knobs. 702/323-6055.

TEAM MX, Daroga Pk, on Hwy 151 6 mi. N. of Orondo, Wash. 10 a.m. 3 one-hr. motos.

CLIMB, Owyhee, Boise, Id. \$1.50 gate. 2 p.m. Box 733, Boise, Idaho, 83701.

MX, Hi Jinx, Elsinore Raceway, Elsinore, Ca. Info: 213/421-4873, 714/527-2457.

SCRAM, Shasta, Happy Valley Raceway, 11 mi. W. of Anderson, Ca. 1 p.m. \$2 ride/watch. 916/365-7753, 365-1709.

WEDNESDAY, MAY 5

SPEEDWAY, SRA, Kern Co. Fairgnds, Bakersfield, Ca. 8:30 p.m. Free parking and program.

TT/FT, Corona Speedway, Corona, Ca. 7:30 p.m. \$2 gate. Take Riverside Fwy to Pierce Exit.

THURSDAY, MAY 6

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Nite 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

FRIDAY, MAY 7

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. \$2.50 adults, \$1.50 (12-16), 50 cents (7-11), 213/793-3927.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SHORT TRACK, Amarillo MX Racing, Amarillo Speed Bowl, Amarillo, Texas. Info: 806/372-4368.

SCRAMBLES, Kings County, ¼ mile South of 198 on 7th Ave., Hanford, Calif. Info: 209/582-5806.

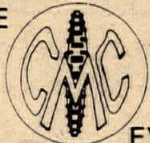
FRI.-SUN., MAY 7-9

DAVE'S M/C SHOW, Great Western Exhibit Center, 2120 S. Eastern, Commerce, Ca. Opens: Fri. (7 p.m.), Sat. (noon), Sun. (9-9). 213/641-8605.



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May 9th Carlsbad

May 16th Saddleback Park

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Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 — sign-up closes 9:00 AM — racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.



SATURDAY, MAY 8

SPORT SCRAM, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 7:30 p.m. 503/659-1022.

ST, Alameda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 p.m. Info: 713/529-3105.

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

SAT. & SUN., MAY 8-9

ACCRA NATIONAL, m/c & cars, Las Vegas, Nev. \$125 mail (16-18 yrs), \$250 mail (19-older) 4/29. 213/339-1504.

SUNDAY, MAY 9

MX, Bay Mare Park, Box 371, Somis, Ca. \$5 mail (5/6), \$7 post, \$2 gate. 805/529-1872, 213/883-8811.

TT, Mesa, South Bay Spdwy, San Diego, Ca. D-38 pts. AMA/Spts Committee cards required.

CMC MX, Carlsbad, Ca. \$5 mail (5/4), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

ACA MX, Saddleback Park, Irvine, Ca. \$3 mail (extra class/bike \$1), 5/7 \$10 post. \$3 gate. 714/774-3222.

PNTA TRIALS, Yantis Park, Milton-Freewater, Ore. P.O. Box 131, Weston, Ore. 97886.

EURO SCRAM, Arroy Racing Assn., 7 mi. N. of Victorville, Ca., lmed from 1-15. 10 a.m. \$4 post. Special 16-under/125-less class. 714/884-0319.

ENDURO, Crestline, lime: Crestline turnoff on Hwy 18, Crestline, Ca. 8:01 a.m. \$5 mail, \$6 post, \$1 team (4), \$1 dad/son. Spk arresters. Box 806, Crestline, Ca.

SCRAMBLES, Lucky Spokes, Brush Prairie, Wash. Info: 503/255-5550.

SHORT TRACK, Amarillo Motorcycle Racing, Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

ROAD RUN, Road & Track, start at Brittons Cycle Shop, Dallas, Tex.

SCRAMBLES, Seafair City, Buckley Rainier State School. Info: 206/383-3661.

ROAD RUN, Kirkland Rebels, Kirkland, Wash. Info: 206/822-9642.

FIELD MEET, San Jacinto High Rollers, League City, Tex. Info: 713/645-3564.

CMA MX, 5800 S. Bacchus Hwy, Salt Lake City, Utah. \$3 post, \$1.50 gate. Nov. 10:30 a.m., Ex. 3 p.m. 904B E. 2nd S., SLC, Utah 84102.

HARE SCRAM, Red Dots, Lime: Wagon Wheel Cafe, Hwy 14 near Red Rock, Ca., and Johannesburg (Hwy 395). 10 a.m. \$3.25, D-37 pts. 2 35-miles.

MONDAY, MAY 10

MOVIES, Pacific Coast Honda, Peck Park Auditorium, 560 N. Western, San Pedro, Ca. 7 p.m. Free. 213/326-3810.

WEDNESDAY, MAY 12

TT/FT, Corona Speedway, Corona, Ca. 7:30 p.m. \$2 gate. Take Riverside Fwy to Pierce Exit.

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Cal. 8:30 p.m. Free parking and program.

THURSDAY, MAY 13

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

CANCELLATIONS

4/25 — TT SCRAM, Desert Phantoms.

4/25 — TT/FT, Southbay Spdwy, San Diego, Ca.

5/23 — TT SCRAM, Desert Phantoms.

6/27 — MX, Prospectors M.C., D-37.

10/24 — MX, San Bernardino M.C., D-37.

TT/FLAT TRACK, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

FRIDAY, MAY 14

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. \$2.25 gate, \$1.50 (12-16), 50 cents (7-11). 213/793-3927.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SHORT TRACK, Amarillo Motorcycle Racing, Amarillo Speed Bowl, Amarillo, Tex. Info: 806/372-4368.

SATURDAY, MAY 15

SPORT SCRAM, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 7:30 p.m. 503/659-1022.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

SCRAM, Shasta, Happy Valley Raceway, 11 mi. W. of Anderson, Ca. 8 p.m. \$2 ride/watch. 916/365-7753, 365-1709.

TT, Elsinore Race Track, Elsinore, Calif. 7:30 p.m. Off Hwy 71.

SUNDAY, MAY 16

MX, Bay Mare Park, Box 371, Somis, Ca. \$5 mail (5/13), \$7 post, \$2 gate. 805/529-1872, 213/883-8811.

ACA TT/FT, South Bay Spdwy, San Diego, Ca. \$5 post (250/Open), \$3 post (125). License req. 714/774-3222.

MX, Daroga Park, on Hwy 151 6 mi. N. of Orondo, Wash. 11 p.m.

CMC MX, Saddleback Park, Irvine, Ca. \$5 mail (5/11), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

TT SCRAM, Rock Springs M/C Assn., Rock Springs, Wyo. \$1 gate. 1 p.m.

TT, Experts, Dehesa, Ca. D-38 pts. AMA/Spts Committee cards required.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 a.m. \$2 post (\$2.50 non-members), \$2 gate.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

ACA MX/RR, Carlsbad, Ca. Mail \$6 MX or \$8 RR (extra class/bike \$1) 5/14, post \$10 MX or \$15 RR. \$2.50 gate. 10:30 a.m. 714/774-3222.

SCRAMBLES, Beaumont, 4450 Major Dr., Beaumont, Texas. Info: 713/769-5259.

POKER RUN, Royal Check-Mates, Purday, Wash., Box 107, Bremerton, Wash. 98310.

MOTOCROSS, Cruisers, High Side Park, Bremerton, Wash. Info: 206/871-1756.

SCRAMBLES, Greater Seattle, South 216th & Military Rd., Kent, Wash. Info: 206/723-0964.

SCRAMBLES, Drifters, 14 mile North of White Salmon, Wash. Info: 206/493-5663.

FIELD MEET, Fort Worth Cycle Club, Tarrant County M/C Park, Fort Worth, Tex. Info: 817/282-0836.

TT, Mile High, Slaughterhouse Gulch Raceway, Prescott, Ariz. Noon. \$2.50 per bike, \$1 gate. 602/445-0022, 445-0315.

MX, Bushmasters, Hwy 91's Magnolia offramp, W. to Buchanan, turn N., near Carona, Ca. D-37 pts. \$3 mail.

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SCRAMBLES MAKES TV NEWS

By S. J. Rooney Jr.
DAVIS, CALIF., April 17, 1971 — Over 1,000 spectators braved threatening weather to watch the Scrambles presented by the Hustlers Motorcycle Club on the banks of Putah Creek at the University of California at Davis. Saturday brought clouds and showers, but the program was interrupted only once due to rain and the time lost was no more than what could have been needed to water the track.

Jim Foley, Lafayette, on his Rick Shell Yamaha, showed the fans why he carries the No. 1 plate for Dist. 36 on his bike as he roared home the winner in the 500/Open Expert Class. Jim was not as fortunate in the 250 Expert division as he had to ride the Semi Main to qualify for the Main. Foley was doing well and leading when he had the misfortune to spill on one of the slow

back stretch turns. When Foley went down, Kevin Morrison took over and held off hard charges by Mike Renslow and Rocky Malyn to win the brass in this hotly contested race.

John Hall, Berkeley, managed to garner fourth place in the Open Expert race, but his greatest contribution was in the Wheelie contest. Hall did his thing while standing on the seat and actually wheeled out of sight at the end of the straightaway. Many of the spectators were at their first motorcycle race and John and his Honda certainly made an impression on them.

Local Television stations KCRA 3 and KXTV 10, were in evidence and the program, shown on their 6:30 and 11:00 News programs, was very well done. The musical background really added to it.

(Results on page 22)

One town's approach to cycle laws

When the city council of La Habra, Calif. decided not to pass a version of the mickey-mouse "written permission" anti-motorcycle ordinance last week, it marked the beginning of what may turn into the first sensible approach to local land use problems in the West.

Although troubled by complaints of noisy motorcycles and minibikes, the La Habra council decided to give the motorcycle enthusiasts a chance. It would call for rapid organization and self-policing on our part, but could prevent panicky, senseless legislation that would make lawbreakers out of thousands of kids in La Habra.

Spearheaded by enthusiast Kent Ralston and local dealer Aub LeBard, formation of a minibike advisory council for La Habra is under way. LeBard is refusing to sell straight pipes

or other exhaust noisemakers. The major areas where complaints come from have been pinpointed and plans are under way to erect signs at these riding locations instructing the riders in courtesy and "ground rules" designed to lessen the complaints. One area is near the Presbyterian Church at Whittier Blvd. and Idaho Street. Riders will be asked not to use the area while church services are being conducted. Another trouble spot is near La Habra Hospital. Controlling the noise and not riding before 9 a.m. or after 5 p.m. is the answer there. Common sense and thoughtfulness of others are the watchwords.

If complaints can be reduced by these simple means, the La Habra plan will be documented and disseminated by the Motorcycle Industry Council as a guide to other communities.

SADDLEBACK TO FRANCHISE CYCLE PARKS

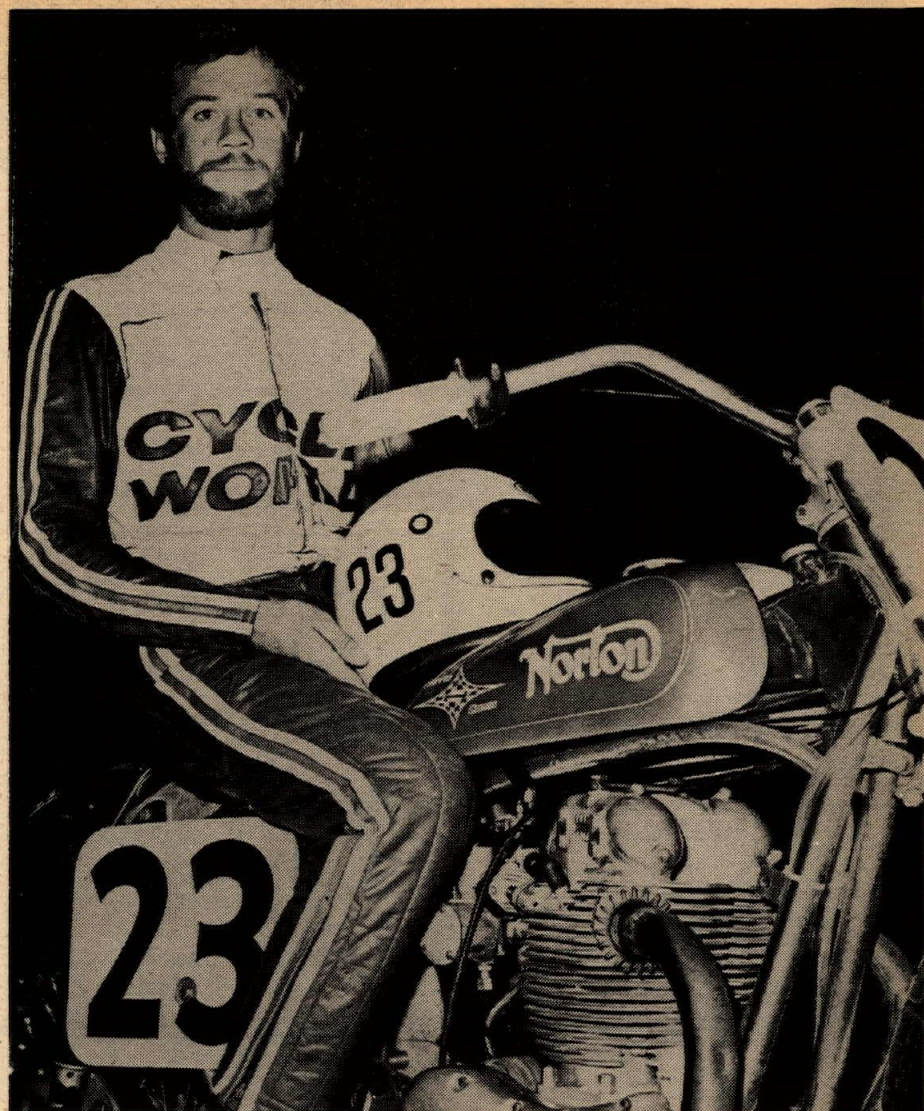
ORANGE, CALIF. — Saddleback Park director Vic Wilson announced Sunday that he has undertaken negotiations with key people in the recreational vehicle industry to establish Cycle Parks, Inc., a chain of motorcycle parks spanning the United States.

"Cycle Parks, Inc., will further promote additional motorcycle recreational areas in a great number of locations across the country," said Wilson. "Based on the experience we've gained at Saddleback we intend to broaden our scope of operations and establish several similar parks throughout the United States. With the amount of public land available for recreational use by motorcycles and off-road vehicles shrinking daily, we feel that Cycle Parks, Inc. can provide much-needed riding areas for motorcyclists. Needless to say, we intend to pattern these parks after our very successful operation at Saddleback."

Opened in March, 1968, Saddleback Park has gained acceptance in both the motorcycle and general community for its service to the riders of Southern California by providing unlimited opportunity to enjoy riding under a low level of control. Saddleback is the oldest and largest privately-owned motorcycle recreational facility in the United States.



Saddleback Director Wilson surveys his domain.



Jody Nicholas.

Nicholas & Lacher are Norton team

Norton-Villiers has announced that Jody Nicholas, National No. 23 and Mel Lacher, National No. 90, will be officially sponsored by Norton this year in the mile and Half-mile events. Both riders will compete in all the Nationals and in the Ascot championship. Mel Lacher won the Ascot championship in 1968 and 1969.

Although the two rider's bikes will be Norton powered, little else will have originated in the famous British works. Jody's bike will have a Red Line frame, Barnes wheels, Ceriani forks, M.C.M. exhaust, Pirelli tires and a seat by Ken Maley. Even the engine will be somewhat modified with connecting rods by Cirillo and ignition by Barnes. Harold Allison will do Jody's tuning.

Mel Lacher's engine will be cradled in one of the famed Trackmaster frames, fitted with Betor forks. He will also use Barnes wheels with Pirelli tires. C.R. Axtell, Glendale's dynamometer genius will do the fine tweaking on Mel's bike.

Norton has also reported that they will be dangling a rather tasty carrot in front of their rider's goggles in the form

of \$1500 in contingency money. Any rider to win an Expert Main gets a \$50.00 bite.

FULL PROGRAM ANNOUNCED FOR \$50,000 ONTARIO NATIONAL

Four full days of motorcycle road race and motocross action will close out the 1971 AMA National Championship series at Ontario Motor Speedway October 14, 15, 16 and 17.

Separate races for Novice Only, Junior Open, Jr-Expert Combined Lightweight and Sportsman classes will run on the 40-million dollar pavement course.

In addition, an AMA motocross course will be carved out of the infield and at present the crowd-pleasing sidcar racers are negotiating for a slot in the program.

Road racers with experience in non-AMA racing associations may obtain Junior class AMA competition licenses for the Ontario races without having to go through the Novice ranks, by applying to AMA headquarters.

SRA MEETINGS

The Speedway Racing Association will hold regular monthly meetings beginning May 3 and will follow on the first Monday of each month. The first meeting will be at 8 p.m. at 135 W. Union, Pasadena, Ca. Info: 213/793-1558.

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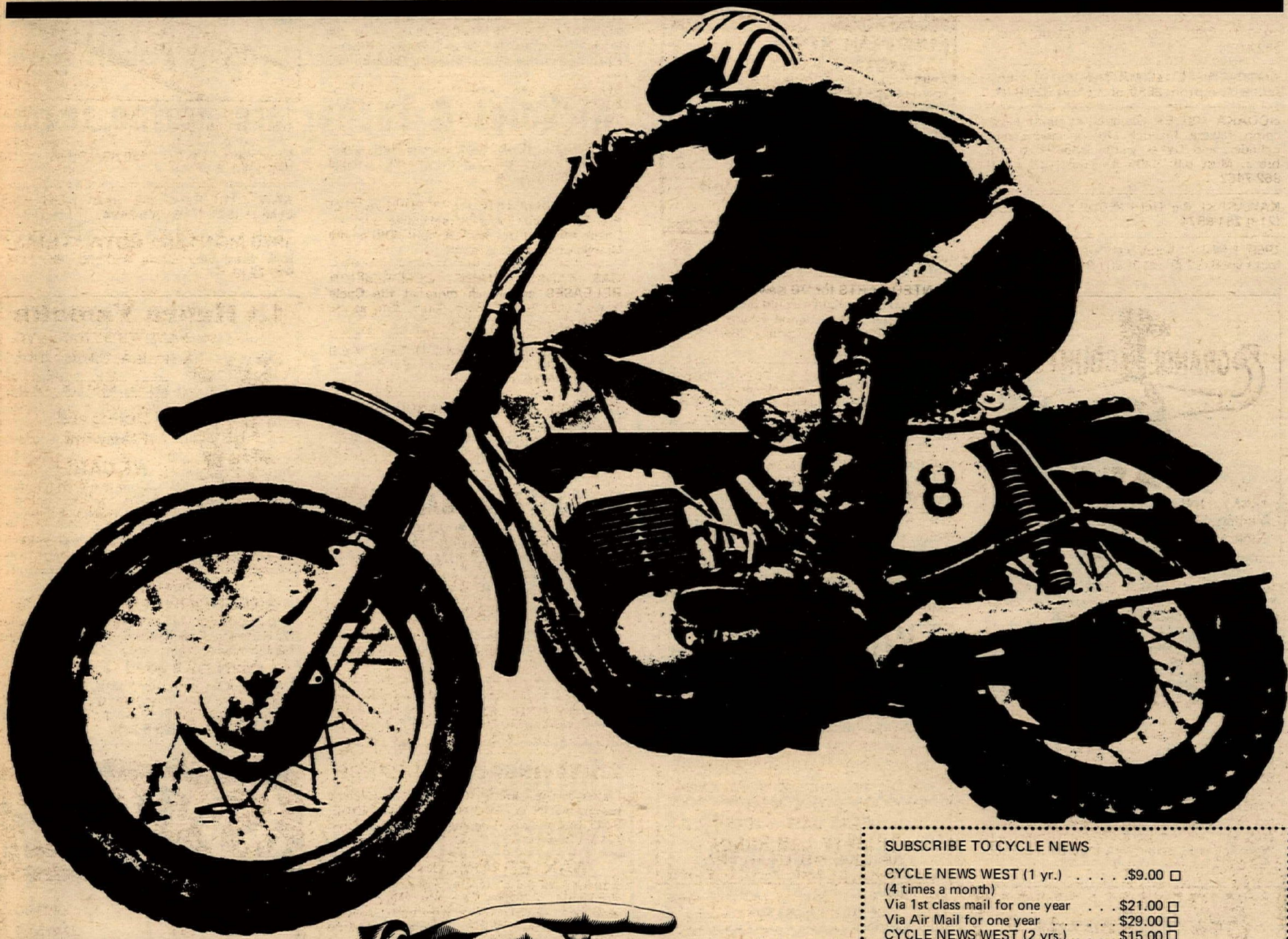
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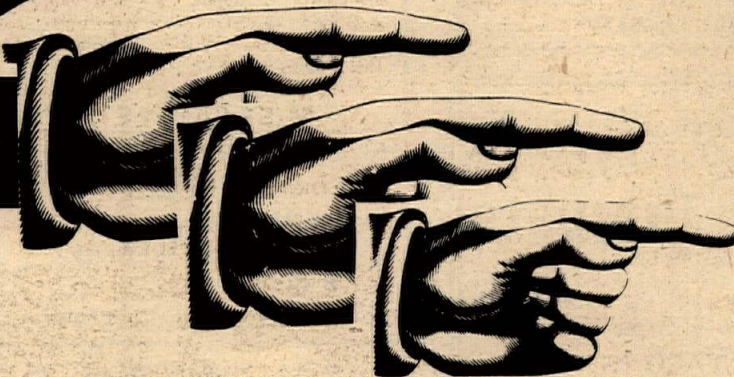
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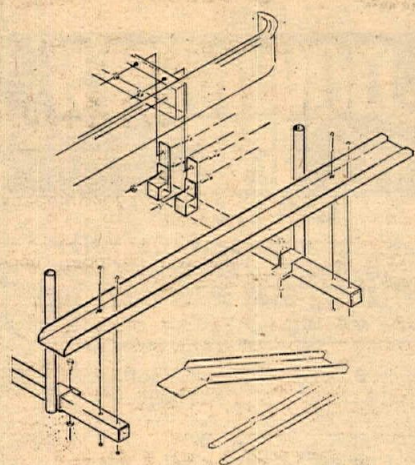
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The next Cycle News Cycle SWAP-O-RAMA happens April 30th at the Orange County Fairgrounds.

TO RESERVE YOUR BOOTH at the April 30th Cycle Swap-O-Rama, send \$5 to Cycle Swap, Inc., 4213 Riverdale, Anaheim, Ca. 92806.

USED BIKES, BASKET CASES, TIRES, COMPRESSION RELEASES, ETC. - at the Cycle News Cycle Swap-O-Rama, Friday, April 30th at the Orange County Fairgrounds.

SWAPPERS: \$5 reserves you an 80-foot booth at the next Cycle News Cycle Swap-O-Rama on April 30th.

IF IT AIN'T HERE, try the Cycle News Cycle Swap-O-Rama April 30th at the Orange County Fairgrounds.

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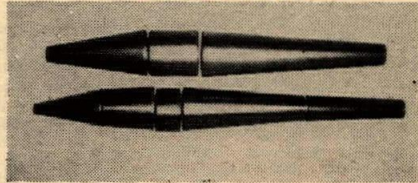
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